Architectural Review Board
Staff Report (ID # 7006)

Report Type: Action Items **Meeting Date:** 9/1/2016

Summary Title: 450 Bryant: Second Formal ARB Review of Avenidas

Title: 450 Bryant Street [16PLN-92]: Request by Lisa Hendrickson on behalf of Avenidas, for Major Architectural Review of the proposed interior renovation of an existing historic building at 450 Bryant Street, the demolition of an existing 2,592 square foot addition and replacement with a new 10,721 square foot addition, and site improvements on City-owned property in the Public Facilities (PF) zoning district. The net increase in floor area at the property is 8,129 square feet. The project includes a request for a conditional use permit for the expansion of use. Environmental Review: An Initial Study/Draft Mitigated Negative Declaration has been prepared.

From: Jonathan Lait

Recommendation

It is recommended that the Architectural Review Board (ARB) take the following action(s):

1. **Make and receive public comments on the attached Initial Study (IS) and Draft Mitigated Negative Declaration (MND);**
2. **Review and discuss visual studies prepared by the applicant and provide direction; and**
3. **Continue the hearing to a date certain of October 20, 2016.**

Report Summary

This report transmits:

- The Draft MND (Attachment A) and Draft Initial Study (Attachment B prepared by the City's consultant,
- Meeting minutes from the June 16, 2016 ARB meeting (Attachment C),
- Meeting minutes from the May 26, 2016 Historic Resources Board meeting (Attachment D),
- Public comments received on the project (Attachment E),
- Agency comments (Attachment F), and

City of Palo Alto
Planning & Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301
(650) 329-3221

- Visual studies (ARB receives hardcopy sets) prepared by the applicant in response to HRB and ARB comments.

The ARB may conduct three formal public hearings before providing a recommendation on a major project. Staff will provide an oral summary to the HRB of the ARB's September 1st discussion regarding the attached visual studies. The ARB receives recommendations from the Historic Resources Board on the project.

Background

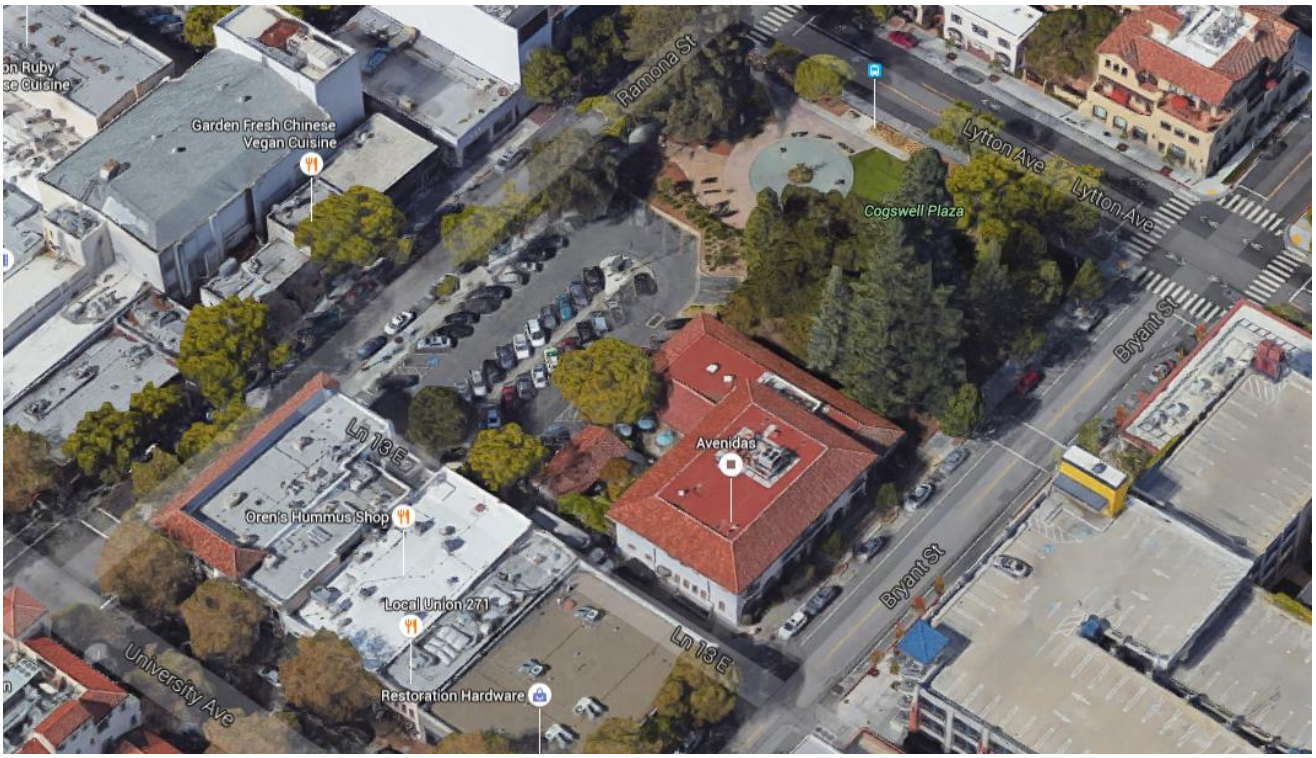
Project Information

Owner:	City of Palo Alto (Leaseholder: Avenidas)
Architect:	Kevin Jones, Kenneth Rodriguez & Partners, Inc.
Representative:	Lisa Hendrickson
Legal Counsel:	NA

Property Information

Address:	450 Bryant Street
Neighborhood:	Downtown
Lot Dimensions & Area:	City Parcel is 86,460 sf (220' x 393')
Housing Inventory Site:	No
Located w/in a Plume:	No
Protected/Heritage Trees:	No
Historic Resource(s):	Yes – Local Inventory Category 2
Existing Improvement(s):	Project plans sheets A0.0, A1.0 information, construction chronology
Existing Land Use(s):	Two-story Senior Center, Parking Lot, City Park (Cogswell Plaza)
Adjacent Land Uses & Zoning:	Northeast: Public Facility Zone (PF)/City Garage Northwest: Commercial Downtown Zone (CDC-P and CDC-GF-P) (financial services, offices, restaurants) Southwest: Commercial Downtown Zone (CDC-P and CDC-GF-P) (financial services, offices, restaurants) Southeast: Commercial Downtown Zone (CDC-GF-P) restaurants, retail, financial services) South: Zoning (land uses)

Aerial View of Property:



Source: Google Maps

Land Use Designation & Applicable Plans

Zoning Designation:	Public Facility (PF)
Comp. Plan Designation:	Regional community commercial
Context-Based Design Criteria:	Not Applicable
Downtown Urban Design Guide:	Project subject to design guide
Proximity to Residential Uses or Districts (150'):	Avenidas is not within 150 feet of residential uses or district; the park on the site is within 150 feet of 265 Lytton, a mixed use building

Prior City Reviews & Action

City Council:	June 23, 2014: Approved issuance of Notice of Intent to renew lease October 19, 2015: Approved $5 million renovation expenditure; June 1, 2016: Received informational report
PRC:	July 28, 2015: Study Session (previous design)
HRB:	July 23, 2015: Study Session (previous design) May 26, 2016: Public Hearing (current application); staff report (which contains the original HRE) is viewable at: https://www.cityofpaloalto.org/civicax/filebank/documents/52515 Meeting minutes are viewable at: https://www.cityofpaloalto.org/civicax/filebank/documents/52726. September 8, 2016: Public Hearing (design alternatives discussion);

	the staff report published for the scheduled (later cancelled) 8/25/16 meeting is viewable at: http://www.cityofpaloalto.org/gov/boards/historic/default.asp
ARB:	July 30, 2015: Study Session (previous design) June 16, 2016: Public Hearing (current application); the staff report provided summaries of zoning compliance, consistency with the Comprehensive Plan and Downtown Urban Design Guide, and provided as attachments the generic Architectural Review and Conditional Use Permit findings is viewable: https://www.cityofpaloalto.org/civicax/filebank/documents/52840. Meeting minutes are viewable at: http://www.cityofpaloalto.org/civicax/filebank/documents/53305; Two members of the public spoke to (1) parking concerns related to the requested CUP and (2) a historic concern and proposal to demolish the shed instead of the dining room to make way for an addition.

On June 16, 2016, three ARB members provided positive comments on the design direction, including the concept of a three story addition in the proposed location. These members stated that the courtyard and garage are desirable features. The fourth voting ARB member noted his impression that a three story volume would be too tall near the park (noting the walls are too 'straight up'), that the lobby and dining hall are too small, the courtyard as proposed is not attractive, that there is a missed opportunity of an entrance off the park, and that the building doesn't respect the cornices at the top of the existing building.

Some members noted that the building could be more contemporary and still be compatible with the historic building, and suggested that the applicant consider using a flat roof for the addition to avoid 'mimicry' of the historic portion of the building. Two members suggested the applicant make the courtyard more compelling by reducing the encroachment of the third floor by stepping it back. The ARB members also asked for the following submittals:

- **larger sized elevations for ease of review, 3-dimensional views, lighting fixtures and photometric plans,**
- **information about parking lot closure during construction, and**
- **more thought on details such as the cornice detail, concrete moldings, gutter profile, metalwork, downspouts, and an alternative plant material (rather than the pittosporum hedge), and screening of trash in the alley.**

Discussion

Conditional Use Permit Findings, Parking Supply and Next Steps

At the June 16, 2016 ARB hearing, one member of the public questioned whether the City could make the findings for approval of the Conditional Use Permit, given the parking demand for the additional floor area per code versus parking supply. The focus was on the potential lag time between completion of construction, for which payment of parking in-lieu fees for parking not

provided on the site would be an approval condition, and construction of additional city parking structures.

The Downtown Parking Garage project is one of the Council Infrastructure plan projects. In December 2015, staff brought a consent item to the Council for approval of the scope of work and evaluation criteria to be included in a request for proposals to design the parking garage. At that meeting, several members of the public spoke about the relationship between parking supply and other efforts to address parking and transportation issues. The Council ultimately voted to pull the parking garage item from the consent agenda, and asked that it be brought back as an action item in the context of other transportation demand-related subjects.

As it stands in the proposed Fiscal Year 2017-21 Capital Improvement Projects (CIP), a Downtown parking garage is funded for construction in Fiscal Year 2019. The location of the Downtown parking garage has tentatively been identified as Lot D (at the corner of Hamilton and Waverly). The City can confirm and/or reassess this choice based on the parking demand and turnover information being gathered as part of the paid parking study this summer and fall. Staff believes that *some* new supply will be needed as we start to reduce the number of employee spaces in the residential neighborhoods surrounding downtown through the RPP program. Staff discussed the Transportation Management Agency in June, and will be discussing Residential Permit Parking (RPP) again at the end of summer and a further discussion of the new downtown garage will occur sometime after that.

The Director of Planning and Community Environment has the authority to render a decision on the MND and both application components (CUP and Architectural Review). The Planning and Transportation Commission would only conduct a hearing on the CUP if such hearing were requested. The City Council would receive any requested appeal of the Director's decisions.

Preliminary Reviews and Historic Significance of Clark Accessory Structure

The applicant's original concept design included removal of the Birge Clark designed garage and retention of the cafeteria. During study session reviews of HRB and ARB in 2015, the importance of retaining the courtyard and garage building was discussed and the design direction was to keep the garage and portion of the courtyard. The three story addition, which allows for preservation of the Birge Clark garage and portion of the adjacent courtyard, was found by the applicant's historic consultant and by staff's historic consultant (Dudek's Samantha Murray) to be compliant with secretary of interior standards.

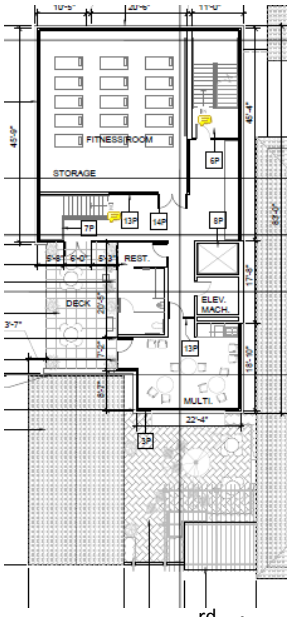
Approaches to Project Revisions

Following the public hearings on May 26 and June 16, 2016, the applicant explored revision concepts. Concept drawings shown in the submittal of August 3, 2016 (Attachment G) are excerpted in this report, showing one elevation for comparison. The drawings contain concept elevations on all sides, with two massing approaches and two roof styles for each approach. The applicant seeks feedback on design approaches prior to finalizing the project plans. The HRB may wish to comment on the two massing approaches and two roof type alternatives,

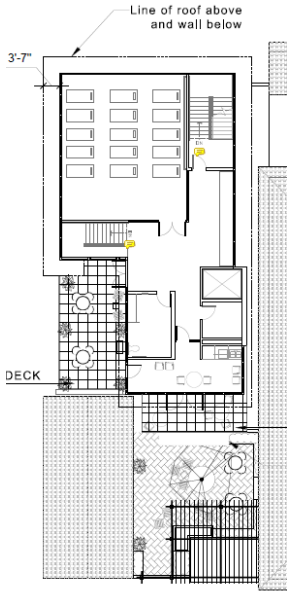
particularly with respect to conformance with the Secretary of Interior's Standards for Rehabilitation (Standards).

Approach 1- Massing Study via Third Floor Reduction All Around
The applicant has studied stepping the third level inward approximately two feet to reduce the massing of the third level. This approach is shown in concept plans with both flat and sloped roof alternatives. The submitted drawings show the stepping back on all sides of the main third level area, including at the patio elevation. Moving the third floor inward would reduce the actual and perceived mass at the third level. However, Avenidas' representative states:

> "This approach poses significant negative impacts on Avenidas' program space. Specifically, the step back at the patio reduces the size of a third floor classroom from 407 sf to 236 sf and renders that space unsuitable as a classroom. Also, the fitness room that faces the park would be reduced in size from 1,089 sf to 911 sf, smaller than the current (and inadequate) room that is used for this purpose."

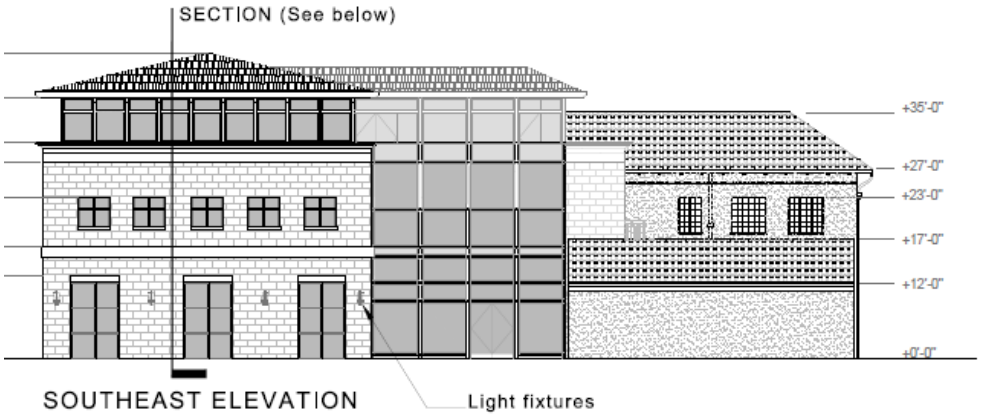


May 2016, 3rd Floor

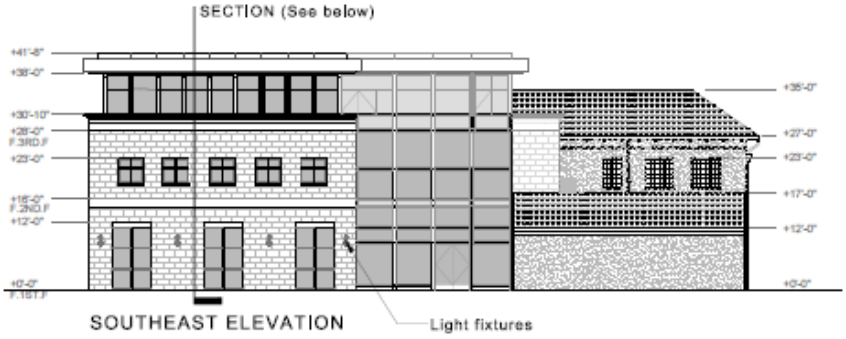


Approach 1, 3rd Floor

Sloped Roof Design, Approach 1, Southeast Elevation Below:



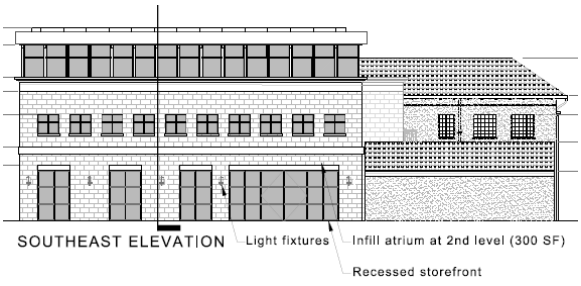
Flat Roof Design, Approach 1, Southeast Elevation Below:



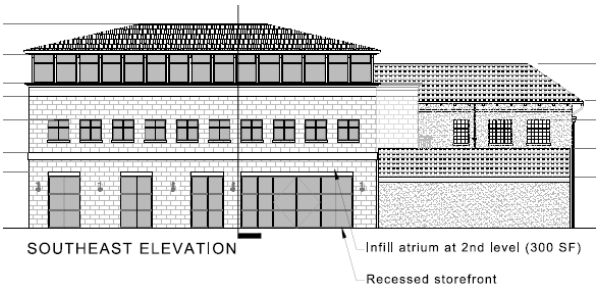
Approach 2-Massing Study

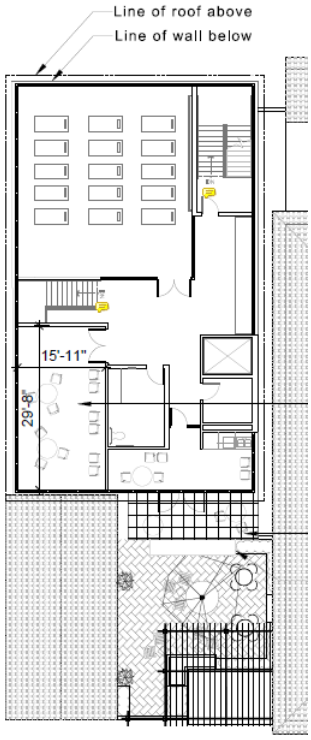
The applicant also explored the option of pulling the third level at the courtyard back and enclosing the original courtyard that faces the parking lot. This would make it possible to retain the third floor classroom, albeit in a different location; however, this arguably increases the perceived massing of the addition.

Approach 2 with Flat Roof, SE Elevation:

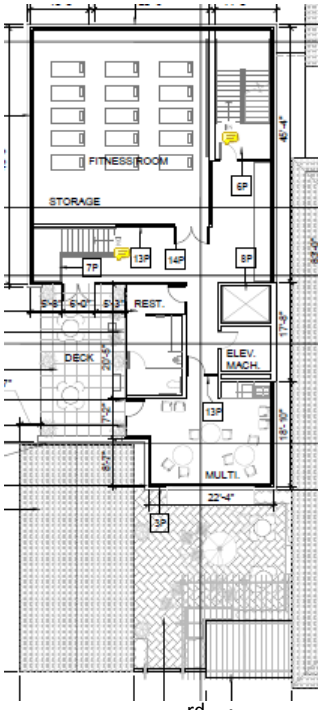


Approach 2 with Sloped Roof, SE Elevation:





Approach 2, 3rd floor



May 2016, 3rd Floor

Roof Design (Sloped vs. flat roof) and General Details
In response to comments from a member of the ARB who found the design to be too closely mimicking the historic structure, the applicant explored a flat roof design in addition to the desired sloped roof concept for both design approaches. The roof design has no programmatic impacts. The applicant also developed more detailed study for several of the exterior details for gutters, downspouts, overhangs and railings as requested by the boards.

On September 8, 2016, staff and the applicant will seek the ARB's input on massing and roof alternatives with respect to conformance with the Secretary of Interior's Standards for Rehabilitation (Standards).

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. The proposed Mitigated Negative Declaration may be viewed at this link: http://www.cityofpaloalto.org/civicax/filebank/documents/53059. The Draft Initial Study may be viewed at this link: http://www.cityofpaloalto.org/civicax/filebank/documents/53060

The IS/MND was published for public comments on July 1, 2016 and forwarded to the ARB and HRB members to receive comments during the 30-day initial public review period. It identifies five mitigation measures in the three topic areas: (1) Biological Resources, to

address bird nesting, bat roosting, and tree protection, (2) Cultural Resources, to address archeological resources, and (3) Hazardous Materials to address demolition of any materials containing lead, asbestos, PCBs and metallic discards.

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 of the public hearing. Notice of the availability of the Draft IS/MND for public review and comment was published in the *Palo Alto Weekly* on July 1, 2016. Notice for the ARB hearing was published on August 19, 2016 which is 14 days in advance of the meeting. Postcard mailing occurred on August 19, 2016 which is 14 in advance of the meeting. The applicant had conducted two outreach meetings just prior to the first ARB hearing on June 16, 2016; one outreach meeting was held Monday 13th and the other was held Tuesday 14th.

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amy.french@cityofpaloalto.org

ARB[1] Liaison & Contact Information
Jodie Gerhardt, AICP, Planning Manager
(650) 329-2575
jodie.gerhardt@cityofpaloalto.org

Attachments:

- Attachment A: Avenidas Draft IS (PDF)
- Attachment B: Signed Draft MND (PDF)
- Attachment C: ARB 6 16 meeting minutes excerpted Avenidas (DOCX)
- Attachment D: 05-26-16 HRB transcript verbatim (PDF)
- Attachment E: Public Correspondence (DOCX)
- Attachment F. Caltrans comments (PDF)
- Attachment G: Project Plans (DOCX)

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

Attachment A

DRAFT

Initial Study
Expansion at Avenidas

Prepared for:

City of Palo Alto
250 Hamilton Avenue
Palo Alto, California 94301
Contact: Amy French, Chief Planning Official

Prepared by:

DUDEK
853 Lincoln Way
Auburn, California 95603
Contact: Katherine Waugh

JULY 2016

Printed on 30% post-consumer recycled material.

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1 INTRODUCTION

This Initial Study evaluates the potential environmental effects that would result from the proposed expansion of the Avenidas facility (proposed project). This Initial Study has been prepared to satisfy the environmental review requirements under the California Environmental Quality Act (CEQA) applicable to the City of Palo Alto consideration of the proposed project.

1.1 Project Location

The site is located on a portion of Assessor's parcel number 120-26-095, at 450 Bryant Street. The existing facility shares the block with a public parking lot and Cogswell Plaza. The project site is located in the northwestern section of the City of Palo Alto, in the northern part of Santa Clara County and across El Camino Real (State Route 82) from Stanford University. The project site is located on the north side of El Camino Real between Middlefield Road and Alma Street, more particularly, within the block bounded by University and Lytton Avenues and Bryant and Ramona Streets. The proposed project site is currently used by the Avenidas Community Center. It is a corner lot on the block with frontages on Bryant Street and Paulsen Lane (Lane 31 E). La Comida operates within the center to serve lunch to the patrons. The site contains limited vegetation. The project's regional location is shown in Figure 1; Figure 2 identifies the project vicinity, and Figure 3 identifies the project site and adjacent property.

1.2 Project Objectives

- Provide for modernization of the existing facility to ensure that it remains attractive, well-maintained, and well-suited to the existing community center and public service use
- Expand facilities to serve more patrons and provide more appropriate spaces for the current programs
- Update electrical, mechanical and plumbing facilities
- Meet seismic requirements for the City of Palo Alto
- Install an ADA-compliant elevator
- Preserve the exterior of the historic building

1.3 Project Description

Avenidas proposes to renovate 15,783 square feet within the existing building and construct a new 10,721-square-foot wing in order to obtain a total of 26,504 square feet of new and modernized space. The project would also provide for replacement and update of old mechanical, electrical, and plumbing systems, seismic upgrades and installation of an ADA-compliant elevator

The proposed construction and building improvements would result in a facility that includes a ±11,000-square-foot first floor (comprised of a lobby, reception, classroom, dining room and kitchen, and an atrium in the lobby), a ±9,200-square-foot second floor within the original building (consisting of multipurpose rooms, meeting rooms, classrooms, and administrative facilities), a ±3,300-square-foot second floor within the new building (containing a fitness room, a small meeting room and an outdoor deck, a ±818-square-foot shed (used for program space) and a renovated ±2,000-square-foot basement (encompassing a small auditorium).

Additional details regarding the project are provided in Section 3 Initial Study Checklist.

1.4 Permits and Approvals Needed

The proposed project would not require discretionary approvals from any agency other than the City of Palo Alto.

1.5 Public Review Process

This Initial Study has been prepared in support of a proposed Mitigated Negative Declaration (MND). The proposed MND is subject to a 30-day public review period. Adoption of the MND will be considered at a public hearing of the City of Palo Alto. The public is encouraged to provide written comments during the 30-day review, and/or attend and speak at the City's public hearings.

2 SUMMARY OF FINDINGS

2.1 Environmental Factors Potentially Affected

This Initial Study considers the environmental issues identified in Appendix G of the CEQA Guidelines. Where appropriate, technical studies have been completed to evaluate potential adverse effects and recommend measures to reduce or avoid such effects.

2.2 Environmental Determination

As shown in the Initial Study, the proposed project could have a significant effect on the environment. However, implementation of mitigation measures identified in the Initial Study would reduce these potential impacts to less-than-significant levels. Therefore, a mitigated negative declaration will be prepared.

INTENTIONALLY LEFT BLANK

3 INITIAL STUDY CHECKLIST

1. Project title:

Expansion at Avenidas

2. Lead agency name and address:

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

3. Contact person and phone number:

Amy French
Chief Planning Official
City of Palo Alto
250 Hamilton Avenue
Palo Alto, California 94301

4. Project location:

Avenidas
450 Bryant Street,
San Jose, California 95129

5. Project sponsor's name and address:

Lisa Hendrickson,
Avenidas
450 Bryant Street,
San Jose, California 95129

6. General plan designation:

Regional/Community Commercial

7. Zoning:

Public Facility (PF)

8. Description of project:

The proposed project consists of demolition of about 2,500 square feet of the dining area in order to construct about 11,000 square feet of new three-story facility. The shed, built

in 1925, is proposed to be renovated and would continue to be used for programs and staff space. The non-protected tree in the rear of the building would be removed. In order to meet the parking requirement associated with the proposed 8,129 square-foot increase in space, Avenidas plans to pay an in-lieu fee to the Downtown Parking Assessment District. The proposed project would attempt to preserve the historic character of the building by complementing the existing architecture.

Site Description

At the Bryant Street Center, Avenidas provides a wide range of services to older adults, including health and wellness, independent aging, transportation, workshops and classes, legal and tax assistance, social activities, and volunteer opportunities. La Comida operates within the center to serve lunch daily. Avenidas leased the facility at 450 Bryant Street from the City beginning in 1976, completed interior improvements in 1977, and began operations at this facility in 1978. Avenidas serves approximately 350 people daily, with programs running generally between 9 am and 5 pm. The Center is closed during weekends. In 2015, Avenidas served over 7,500 people and hosted 233 classes.

The original main building on site was constructed in 1927 and the small shed at the rear was constructed sometime earlier (date unknown). While a dining room was constructed as an extension of the main building and renovations have been made to the original buildings, the original main building and shed have been designated as historic structures. The site contains limited vegetation, consisting of small landscaped areas around the building perimeter, street trees, and trees in a small courtyard interior to the site.

As shown in Figure 3, the project site is a corner lot with frontages on Bryant Street and Paulsen Lane (Lane 31 E). The Avenidas Center shares the block with Cogswell Plaza and a public parking lot (Lot C) that contains 51 parking spaces. Cogswell Plaza was originally developed in 1924 as City Hall Park. It was redesigned and renamed in 1955. It provides benches, walkways, a small area of open lawn, and informal landscaping consisting of trees and shrubs, as shown in the photographs in Figures 4a and 4b.

Proposed Project

In order to accommodate the fast growing senior population in Palo Alto, Avenidas plans to renovate 15,783 square feet within the existing building and construct a new 10,721-square-foot wing in order to obtain a total of 26,504 square feet of new and modernized space. The project would also provide for replacement and update of old mechanical, electrical, and plumbing systems, seismic upgrades and installation of an ADA-compliant elevator

The proposed construction and building improvements would result in a facility that includes a ±11,000-square-foot first floor (comprised of a lobby, reception, classroom, dining room and kitchen, and an atrium in the lobby), a ±9,200-square-foot second floor within the original building (consisting of multipurpose rooms, meeting rooms, classrooms, and administrative facilities), a ±3,300-square-foot second floor within the new building (containing a fitness room, a small meeting room and an outdoor deck, a ±818-square-foot shed (used for program space) and a renovated ±2,000-square-foot basement (encompassing a small auditorium).

Currently, the Center offers a variety of academic classes, meeting spaces, health screenings, tax assistance, public computer labs, and senior specific fitness classes. The renovation would create a designated Fitness Room and create more areas for meetings, classes, and activities.

The main entry would continue to be off of Bryant Street. The new construction at the rear would also update the entrance from Lot C in the rear of the building.

Development Standards

The height limit for the Commercial District is 50 feet. The height of the two story existing building is approximately 36 feet while the height of the three story addition would be approximately 43 feet.

Avenidas proposes to pay the City's downtown in-lieu parking fee for additional required parking spaces that would not be provided on site, since Avenidas does not have its own parking lot. . The renovations would add 8,129 square feet; the Palo Alto Municipal code requires 1 parking space for every 250 square feet of commercial space. Therefore, the floor area added would require 33 new parking spaces. Because the Center's lease line is coterminous with the building, Avenidas does not have the land area to add parking spaces; therefore, the Center would pay $1,980,000, or $63,848 per space at current rates, into the Downtown Parking Assessment District in-lieu of constructing new parking spaces. The proposed renovations would also add bike parking racks on Bryant Street.

The project site contains eight trees, four of which are protected. One tree would be required to be removed to facilitate the proposed construction. The tree that would be removed is a Camphor tree (*Cinnamomum camphora*) and, as evaluated by a certified arborist, is in poor/fair condition likely due to the fact that its roots are restricted by concrete.

The facility is directly adjacent to Cogswell Plaza; during construction, fencing would be placed alongside the border to the plaza as to protect the trees and their root systems as well as the plaza's landscaping. Three street trees on Bryant Street maintained by the city (a fern tree and two deciduous flowering pears) would also be fenced during construction

to protect them. The 4.5-inch Japanese Maple near the alley would be encompassed within the courtyard that would be created by the proposed project. Except for the Camphor tree that would be removed from the site, the remaining seven trees would be protected during construction to ensure their survival.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The proposed project site is currently used by the Avenidas Community Center. It is a corner lot on the block with frontages on Bryant Street and Paulsen Lane (Lane 31 E). La Comida operates within the center to serve lunch to the seniors. The site contains limited vegetation and shares the block with Cogswell Plaza and a public parking lot.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

The proposed project would not require discretionary approvals from any agency other than the City of Palo Alto.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages. However, all impacts would be reduced to Less Than Significant levels with implementation of the mitigation measures identified in this Initial Study.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology and Soils
☐ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☐ Transportation and Traffic	☐ Utilities and Service Systems	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

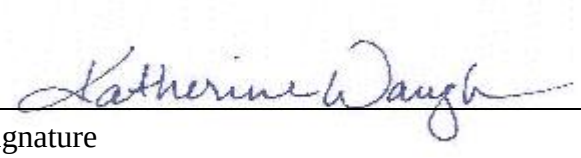
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

July 1, 2016

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

3.1 Aesthetics

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	AESTHETICS – Would the project**:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

a) Would the project have a substantial adverse effect on a scenic vista?

The project site does not contribute to any scenic vistas. A scenic vista is defined as an expansive view of a highly valued landscape observable from a publicly accessible vantage point. The project is located in an urban environment where viewsheds are limited by buildings and trees. The proposed expansion and site improvements would not alter any scenic vistas. **No impact** to a scenic vista would occur as a result of the project.

b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site is not visible from a state scenic highway, and the site does not support trees or rock outcroppings. The current building was built in 1925 and has been designated an historic site. As discussed further in Section 3.5, Cultural Resources, the proposed renovations and additions would not detract from the historical design and feel of the existing building. Therefore, **no impact** to scenic resources would result from the project.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The site is located in a neighborhood that contains a mixture of public/institutional, commercial, and multifamily land uses. The project site is currently developed as a community center with limited landscaping. The visual character of the site and its immediate surroundings is highly urban. The proposed building expansion would be

similar in scale to the nearby commercial buildings and would not degrade the existing visual character or quality of the site since the site is completely developed. Additionally, the project is subject to design review and approval by the City through the Architectural Review process, which ensures compliance with City standards to promote high quality visual environments. Therefore, this impact would be **less than significant**.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project site would continue to be used as a community center and would maintain the same hours of operation. No new sources of nighttime lighting would be added to the project site. Other than windows, no reflective materials are proposed for use. Due to the orientation of the building and the mature trees at the adjacent Cogswell Plaza, windows included on the new structure would not receive substantial direct sun exposure and would not be a source of glare. The project would have **no impact** related to creating new sources of light and glare.

Mitigation Measures

No mitigation measures are necessary.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed project site is located in an urban area and is currently developed. The site is not identified as prime farmland, unique farmland, or farmland of statewide importance and the project site is not under a Williamson Act contract (DOC 2014). It is designated Regional/Community Commercial in the City's General Plan. The site is not planned for or used for any agricultural purposes and there are no agricultural uses in the vicinity. The proposed expansion of the building and landscaping would not result in the conversion of any agricultural land, conflict with any agricultural use, or conflict with a Williamson Act contract. Therefore, **no impact** would occur as a result of the proposed project.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

The project site is not zoned as forest land, does not contain forest land or forest resources, and does not support any forest uses. The three story addition to the project site would not result in the conversion of any forest land to a non-forest use. Therefore, **no impact** would occur as a result of the proposed project.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The site is located in an urban area and does not support any farmland, agricultural, or forest uses. The expansion of the existing facility on the project site would not result in conversion of any farm, agricultural, or forest land to non-agricultural or non-forest uses. Therefore, **no impact** would occur as a result of the proposed project.

Mitigation Measures

No mitigation measures are necessary.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The project site is located within the Santa Clara Valley, which is part of the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) has the primary responsibility for ensuring that the San Francisco Bay Area Air Basin attains and maintains compliance with federal and state ambient air quality standards. The BAAQMD regulates air quality through its permit authority over most types of stationary emission sources and through its planning and review process. The BAAQMD adopted the Bay Area 2005 Ozone Strategy (BAAQMD 2006) and the Bay Area 2010 Clean Air Plan (BAAQMD 2010a), which are the applicable air quality plans for the region. These plans account for air quality emissions based on the land uses and zoning designated by the City. The uses on the project site are consistent with the designated land use and zoning and the project would not change the land use on the project site. Therefore, the project is consistent with these plans and the impact would be less than significant.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The San Francisco Air Basin is designated nonattainment for the federal 8-hour ozone (O_3) standard, and is attainment or unclassified for all other federal standards (BAAQMD 2015). The area is designated nonattainment for state standards for 1-hour and 8-hour O_3, 24 hour coarse particulate matter (PM_{10}), annual PM_{10}, and annual fine particulate matter ($PM_{2.5}$) (BAAQMD 2015). The BAAQMD has adopted California Environmental Quality Act (CEQA) Guidelines (BAAQMD 2010b) that establish air pollutant emissions thresholds that identify whether a project would violate any applicable air quality

standard or contribute substantially to an existing or projected air quality violation. The 2010 BAAQMD Guidelines also establish a screening criteria based on the size of the project to determine whether detailed modeling to estimate air pollution emissions is necessary. The screening criteria reflect the typical construction and operational emissions of a project, such those from use of motorized construction equipment as well as daily vehicle traffic associated with project operation. The BAAQMD Guidelines do not include a specific screening size for a community center type of land use. Instead, the screening sizes for other uses that may have some similarities to the Avenidas center are provided in Table 3-1 for reference.

For most of the commercial and retail uses included in the BAAQMD screening sizes table, the screening size for construction is 277,000 square feet. The proposed project would construct approximately 10,800 new square feet of building space and would remodel the existing approximately 15,800 square feet. Construction would involve substantially less than 27,000 square feet and thus construction emissions would remain well-below the BAAQMD thresholds of significance.

With respect to project operation, the screening sizes identified by BAAQMD range widely depending on the land use, with smaller sizes being identified for those uses with higher vehicle trip generation rates. The proposed project would expand the existing Avenidas facility by approximately 10,800 square feet. This is less than the 17,000 square-foot screening size for a bank with drive through use and less than the 42,000 square-foot screening size for a supermarket. As discussed further in section 3.16, Avenidas generates relatively small traffic volumes. The trip generation rate for the proposed project would be substantially smaller than trip generation rates for banks and supermarkets, thus the operational emissions of the proposed project would be less than those associated with these other uses and would remain below the BAAQMD thresholds of significance as indicated by the screening size levels.

Since the proposed square footage of the building is substantially below the screening criteria listed in Table 3-1, emissions associated with construction and operation of the proposed project would remain below the BAAQMD thresholds and the impact would be **less than significant**.

Table 3-1
BAAQMD Screening Criteria

Land Use Type	Construction Related Screening Size	Operational Criteria Air Pollutant Emissions Screening Size*
General office building	277,000 sf (ROG)	346,000 sf (NOx)
Quality restaurant	277,000 sf (ROG)	47,000 sf (NOx)

Table 3-1
BAAQMD Screening Criteria

Land Use Type	Construction Related Screening Size	Operational Criteria Air Pollutant Emissions Screening Size*
Daycare center	277,000 sf (ROG)	53,000 sf (NOx)
Library	277,000 sf (ROG)	78,000 (NOx)
Government (civic center)	277,000 sf (ROG)	149,000 sf (NOx)
Medical office building	277,000 sf (ROG)	117,000 (NOx)
Supermarket	277,000 sf (ROG)	42,000 (NOx)
Ban with drive-through	277,000 sf (ROG)	17,000 (NOx)

Source: BAAQMD 2010b, Table 3-1.
* If the project size is less than the screening size, the project would have less than significant impacts. If the project size is greater than the screening size, detailed project-specific modeling is required.
sf = square feet; ROG = reactive organic gas; NOx = oxides of nitrogen; PM10 = small particulate matter; du = dwelling units

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

The project would include emissions during construction but these are expected to be short-term and temporary. The project is below the screening criteria for construction and operation related criteria pollutants, as discussed in items b and c above, and would not emit a substantial amount of pollutants. Therefore, the project would have a **less than significant** impact on exposing sensitive receptors to substantial pollutant concentrations.

e) Would the project create objectionable odors affecting a substantial number of people?

The project is not considered an odor generating facility as described in the BAAQMD CEQA Guidelines (BAAQMD 2010b). The project would not generate odors that could affect a substantial number of people and there would be **no impact**.

Mitigation Measures

No mitigation measures are required.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The project site does not contain any habitats or biological resources with the potential to support any plant or wildlife species that are designated as threatened or endangered; however, there is potential for nesting birds to be present in trees on site that are proposed for removal or may be trimmed or otherwise affected by construction and there is potential for roosting bats to be present within the existing building. Many species of

migratory birds are considered to have special-status under the federal Migratory Bird Treaty Act while bats are protected under the California Fish and Game Code.

If the proposed tree removal results in take of any migratory bird (as defined in federal code 50 CFR 10.13.), the effect would be considered a significant impact. In conformance with the California State Fish and Game Code and the provisions of the Migratory Bird Treaty Act, the project shall implement Mitigation Measure BIO-1 to reduce the impact to a less-than-significant level by requiring surveys by a qualified technician to evaluate the potential presence of nesting birds prior to tree removal and requiring protection of any active bird nest during construction.

If the proposed building demolition resulted in the removal or disturbance of roosting, this would be a significant impact. Mitigation Measure BIO-2 requires the project applicant to complete a bat survey prior to demolition, and identifies protocols to be followed to ensure that impacts to bats are avoided. With implementation of Mitigation Measures BIO-1 and BIO-2, the project's potential impacts to special status species would be **less than significant**.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The project site does not contain riparian habitat, federally protected wetlands, or other sensitive natural communities, and does not provide any wildlife movement corridors or fish habitat. The addition of the proposed expansion on the site would have **no impact** on these resources.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The project site is located in an urban setting and currently supports an existing building, asphalt-paved parking lot, other asphalt and concrete pavement. The project site, which is

defined by the land lease between Avenidas and the City, and includes only the areas up to and within the building limits within this property, supports one tree. There are an additional three trees within the City-owned parking lot, eight street trees, and seven trees in Cogswell Park that are immediately adjacent to the project site. The tree within the project site is proposed to be retained while one of the trees within the parking lot is proposed for removal. Construction of the project would not require removal of any other trees. The tree proposed for removal is not a protected tree under Chapter 8.10 Tree Preservation and Management Regulations, in the Palo Alto Municipal Code.

However, the street trees located adjacent to the project site are protected under the Tree Preservation and Management Regulations. Construction of the project could impact these protected trees if the trees are not properly protected. A Tree Protection Plan was completed for the project in accordance with the requirements outlined in the Tree Technical Manual (City of Palo Alto, 2001). Mitigation Measure BIO-3 would be implemented per the Tree Protection Specifications included in the Tree Protection Program to ensure that impacts to adjacent protected street trees are less than significant.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

There are no adopted Habitat Conservation Plans or Natural Community Conservation Plans within the City of Palo Alto. Therefore, the project would have **no impact** related to conflict with the provisions of such plans.

Mitigation Measures

Mitigation Measure BIO-1: If feasible, vegetation on the project site shall be removed outside of the bird-nesting season. If the start of site clearing, tree removal, or building demolition occurs between February 1 and August 31, a pre-construction survey for nesting birds protected under the Migratory Bird Treaty Act shall be conducted by a qualified biologist to identify the location of nests in active use that were established prior to the start of project implementation activities. The pre-construction survey shall take place no more than 7 days prior to initiation of construction. All trees and shrubs on the site and on adjacent properties shall be surveyed, with particular attention to any trees or shrubs that would be removed or directly disturbed. If an active nest of a protected bird is found on site, the biologist shall, in consultation with the California Department of Fish and Wildlife (CDFW), determine whether construction work would affect the active nest or disrupt reproductive behavior. Criteria used for this evaluation shall include presence of visual screening between the nest and construction activities, and behavior of adult

birds in response to the surveyors or other ambient human activity. If construction could affect the nest or disrupt reproductive behavior, the biologist shall, in consultation with CDFW, determine an appropriate construction-free buffer zone around the nest to remain in place until the young have fledged or other appropriate protective measures are taken to ensure no take of protected species occurs.

If it is determined that construction will affect an active raptor nest or disrupt reproductive behavior, then avoidance is the only mitigation available. Construction shall not be permitted within 300 feet of such a nest until a qualified biologist determines that the subject nests are no longer active.

Prior to issuance of a demolition permit or tree removal permit, the City of Palo Alto (City) shall verify that pre-construction surveys have been conducted within 10 days of the proposed start of demolition. If active bird nests are present, the City shall verify that CDFW has been consulted and either determined that construction will not affect an active bird nest or that appropriate construction-free buffer zones have been established or other appropriate protective measures have been taken.

Mitigation Measure BIO-2: No earlier than 30 days prior to initiation of construction activities, a pre-construction survey shall be conducted by a qualified biologist (i.e., a biologist holding a California Department of Fish and Wildlife (CDFW) collection permit and a Memorandum of Understanding with CDFW allowing the biologist to handle bats) to determine if active bat roosts or maternal colonies are present on or within 300 feet of the construction area. Surveys shall include the structures proposed for demolition.

Should an active maternity roost be identified, the roost shall not be disturbed and construction within 300 feet of the maternity roost shall be postponed or halted until the juveniles have fledged and the roost is vacated, as determined by a qualified biologist. Consultation with CDFW shall also be initiated. Under no circumstance shall an active roost be directly disturbed.

If nonbreeding bat hibernacula are found on the project site, the individuals shall be safely evicted under the direction of a qualified bat biologist and with consultation with CDFW. These actions shall allow bats to leave during nighttime hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight.

If it is determined that construction will not affect roosting behavior or disrupt a maternal colony, construction may proceed without any restriction or mitigation measure.

If it is determined that construction will affect an active bat roost or disrupt reproductive behavior, then avoidance is the only mitigation available. Under no circumstance shall an

active roost be directly disturbed. Construction within 300 feet shall be postponed or halted until the roost is naturally vacated as determined by a qualified biologist.

Prior to issuance of a demolition permit, the City of Palo Alto (City) shall verify that pre-construction surveys have been conducted within 30 days of the proposed start of demolition. If bats are present, the City shall verify that CDFW has been consulted and either determined that construction will not affect an active bat roost or disrupt a maternal colony, or that individuals in a nonbreeding bat hibernacula have been safely evicted.

Due to regulations from the California Health Department, direct contact by construction workers with any bat is not allowed.

Mitigation Measure BIO-3: A Tree Protection Plan shall be prepared addressing each tree that would be subject to project construction activities occurring within the tree's dripline. Further, the tree protection measures recommended in the Arborists report for the proposed project shall be incorporated into project construction plans. Specifically, the construction plans and Tree Protection Plan shall include:

All existing trees shall be numbered on the site plans to match the tree tag numbers used in the arborist report.

Any trees that will be near construction or demolition disturbance shall be well-hydrated before any demolition or construction work begins and throughout construction

A qualified tree service shall be used for all tree pruning, which shall include only what is required for site access, demolition, and construction

Tree protection fencing must be installed around trees within or adjacent to the construction area that will not be removed. Fencing must be installed as described in the Tree Protection Plan. The fencing shall be inspected by an arborist prior to initiation of construction and all construction activities shall be conducted outside any tree protection fencing.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

The existing building on the project site was built in 1927 and the small shed at the rear was constructed sometime earlier (date unknown). Interior improvements to the main building and construction of a dining room as an extension of the main building occurred in 1977. The original main building and the small shed at the rear are designated as historic structures. The project includes demolition of the approximately 2,500 square-foot dining room added in 1977 and construction of a new 10,721 square-foot three-story addition. The project also includes interior renovations of 15,800 square feet of the main building. The proposed addition would be placed at the back of the existing building. This would ensure that the architectural features of the existing historic building that are visible from Bryant Street are retained. The addition is proposed to include design elements that relate to the existing building such as red tile roof and punch windows, and is proposed with a scale and massing that would be in proportion to the existing historic building. Although the proposed addition is taller than the existing historic building, due to the perspective of views of the building, this additional height would not obscure views of the original roofline and therefore would be consistent with the Secretary of the Interior's standards for additions to historic buildings. The existing rear wall of the historic building would become a prominent feature of the proposed new wing and no other modifications are proposed for the exterior of the remaining three walls of the original historic building.

No historic features remain in the building's interior after the 1977 renovations therefore the proposed interior renovations would have no impact on the historic significance of the building. Since the project would not modify or demolish any portion of the historic building and no historic features remain in the interior of the building, the project's impact to the historical significance of the building would be **less than significant**.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Site disturbance associated with project construction has the potential to uncover subsurface archaeological or historical resources. The potential for this to occur is very low. However, Map L-8, Archaeological Resource Areas, in the City's Comprehensive Plan, indicates that the project site falls within an area of "moderate to extreme sensitivity" for archeological resources (Palo Alto 2007). In compliance with the requirements of the California Public Resource Code, Mitigation Measure CUL-1 stipulates the procedures that must be followed should subsurface archaeological or historical resources be encountered during project construction. With implementation of this mitigation measure, the project would result in **less than significant impacts** to archeological resources.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is completely developed with the existing buildings and limited landscaping. The site is not known to support any paleontological resources or geologic features that would be directly or indirectly impacted during project construction or operation. Therefore, the project would have **no impact** on these resources.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

The proposed project involves construction activities within a fully developed and previously disturbed site. The Comprehensive Plan indicates that the project site is located in an area identified as a moderate to extreme archaeological resource sensitivity zone. In the event any archaeological or human remains are discovered on the site, impacts would be potentially significant. However, implementation of Mitigation Measure CUL-1 would ensure that impacts remain **less than significant** by ensuring appropriate evaluation, recordation, and protection procedures are undertaken.

Mitigation Measures:

Mitigation Measure CUL-1: If artifacts or unusual amounts of shell or bone or other items indicative of buried archaeological resources or human remains are encountered during earth disturbance associated with the proposed project, the on-site contractor shall immediately notify the City of Palo Alto (City) and the Native American Heritage Commission as appropriate. All soil-disturbing work shall be halted within 100 feet of the discovery until a qualified archaeologist, as defined by the California Environmental

Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.) and the City, completes a significance evaluation of the finds pursuant to Section 106 of the National Historic Preservation Act. Any human remains unearthed shall be treated in accordance with California Health and Safety Code, Section 7050.5, and California Public Resources Code, Sections 5097.94, 5097.98, and 5097.99, which include requirements to notify the Santa Clara County Medical Examiner's office and consult with Native American representatives determined to be the Most Likely Descendants, as appointed by the Native American Heritage Commission. Identified cultural resources shall be recorded on State Department of Parks and Recreation Form 523 (archaeological sites). Mitigation measures prescribed by the Native American Heritage Commission, the Santa Clara County Medical Examiner's office, and any Native American representatives determined to be the Most Likely Descendants and required by the City shall be undertaken before construction activities are resumed. If disturbance of a project area cultural resource cannot be avoided, a mitigation program, including measures set forth in the City's Cultural Resources Management Program and in compliance with Sections 15064.5 and 15126.4 of the CEQA Guidelines, shall be implemented.

3.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

The project site is located within Santa Clara County in the Bay Area, which is historically seismically active. However, there are no active or potentially active faults that cross the project site, and the project site is not located within an Alquist-Priolo Fault Zone (DOC 1974). The closest active fault is the San Andres Fault, which is located southwest of the project site. Therefore, the project would have a **less than significant** impact related to exposure to people or structures to adverse effects from rupture of a known earthquake fault.

ii) Strong seismic ground shaking?

Given the project site is located in a seismically active region of the Bay Area, there is a potential for severe ground shaking during an earthquake. The project includes seismic retrofitting of the historic building and construction of the new building would be subject to the seismic safety standards in the California Building Code (CBC) Chapter 16, Section 1613. High intensity ground shaking during potential future earthquakes and soil conditions that may be unsuitable to support construction-related excavations and site improvements are typical issues of concern related to development in seismically active areas. These issues are routinely encountered in California and there is no evidence that unique or unusual geologic hazards are present on the site (e.g. landslides, collapsible soils, lateral spread) that would require additional mitigation beyond what is already required as part of the City's standard development approval process. Compliance

with the CBC would ensure that impacts related to strong seismic ground shaking are **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

According to a Seismic Hazards Zone map released by the State of California, Department of Conservation (DOC 2006), the project site is located within a known liquefaction zone. Compliance with the CBC requirements would ensure that the building is constructed in a way that would reduce potential liquefaction impacts to a level that is **less than significant**.

iv) Landslides?

According to a Seismic Hazards Zone map released by the State of California, Department of Conservation (DOC 2006), the project site is not located with a known earthquake induced landslide zone. Therefore, there will be **no impact**.

b) Would the project result in substantial soil erosion or the loss of topsoil?

The project site is already developed and, therefore, there will not be a loss of topsoil or substantial soil erosion. The project will have **no impact**.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The project site is completely developed and soils were mapped on the Department of Agriculture Web Soil Survey (USDA 2016) as Urban land – Stevenscreek complex. Stevenscreek complex soils are typically composed of sandy loam, silt loam, silt clay loam, clay loam and sandy clay loam. The site is currently developed and the proposed project would not change the soil conditions on site.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project would utilize existing wastewater infrastructure on the project site and does not propose to add any septic tanks or alternative wastewater disposal systems. Therefore, there would be **no impact**.

Mitigation Measures

No mitigation measures are required.

3.7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a and b) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

In 2006, the State of California enacted Assembly Bill (AB) 32, the Global Warming Solutions Act. AB 32 requires reducing statewide GHG emissions to 1990 levels by 2020. The state's plan for meeting the reduction target is outlined in the California Air Resources Board (CARB) *Climate Change Scoping Plan* (2008 Scoping Plan; CARB 2008).

As described in Section C, Air Quality, the BAAQMD adopted the BAAQMD 2010 Guidelines, which establish screening criteria based on the size of a project to determine whether detailed modeling to estimate GHG emissions is necessary (BAAQMD 2010b). Projects that are smaller than the GHG screening criteria size are considered to have less than significant GHG emissions and would not conflict with existing California legislation adopted to reduce statewide GHG emissions. Operational GHG screening sizes for various land uses range widely based on the vehicle trip generation from the land use, with a screening size of 3,000 square feet for a bank with drive-thru, 8,000 square feet for a supermarket, 15,000 square feet for a library, and 19,000 square feet for a strip mall (BAAQMD 2010b). The Focused Traffic Impact Study Memorandum prepared for the proposed project found that the proposed expansion of the community center would generate five net new vehicle trips in the AM peak hours (7:00 a.m. to 9:00 a.m.) and 14 net new vehicle trips in the PM peak hours (4:00 p.m. to 6:00 p.m.) (Fehr &

Peers, 2014). As these trip generation rates for the proposed project are substantially smaller than trip generation rates for the screening sizes of each land use mentioned above, GHG emissions associated with operation of the proposed project would remain below the BAAQMD thresholds. In addition, the project would comply with the green building requirements identified in Chapter 16.14 of the Palo Alto Municipal Code. Project operation would not result in GHG emissions that would significantly affect the environment or conflict with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions. The project would have a **less than significant** impact related to GHG emissions.

Mitigation Measures

No mitigation measures are required.

3.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The project involves demolition of approximately 2,500 square feet of the existing structure on site and construction of a new 10,721 square-foot facility. During construction, there is the potential for short-term use of hazardous materials and fuels including diesel fuel, gasoline, and other oils and lubricants. These hazardous materials would be handled, transported and disposed of in compliance with all existing local, state and federal regulations. Operation of the proposed project would not require the routine, use, transport or disposal of hazardous waste other than typical household materials. The types and quantities of these common household materials would not be substantial and would not pose a health risk to those utilizing the project site or adjacent users.

The original main building present on the project site was constructed in 1927 and the small shed at the rear was constructed at an unknown date sometime earlier. Renovations were made to the main building's interior in 1977 but the original character of the building was preserved. Due its early date of construction, the buildings may contain Asbestos containing materials (ACMs) and lead-based paints. Demolition of the 2,500 square feet of the existing building could result in hazards related to the release or disposal of these hazardous materials. Mitigation Measure HAZ-1 would require surveys and proper disposal methods to ensure that impacts remain **less than significant**.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As discussed in item (a) above, there is a potential for ACMs, lead-based paints or other hazardous building materials to be present on the project site. Improper disposal of these hazardous materials during construction could lead to an accident causing the release of

hazardous materials into the environment. Mitigation Measure HAZ-1 requires proper disposal methods, which would ensure that impacts would remain **less than significant**.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The project site is located just over a quarter-mile away from the Stanford University campus. Operation of the proposed project would not require the use of acutely hazardous materials beyond common household materials. During construction, there is a potential for hazardous building materials to be encountered, which could be released into the air and would require proper transportation and disposal off-site. Transportation and disposal of these materials would be required to comply with all local, state and federal regulations. In addition, Mitigation Measure HAZ-1 would be implemented to ensure that impacts related to release or use of hazardous materials within one-quarter mile of a school are **less than significant**.

d) Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project site is not designated as a hazardous materials site on the Cortese List, and is not included on any state or federal list of potentially hazardous materials. There are no sites within 1,000 feet of the project site mapped on the Department of Toxic Substance Control's EnviroStor database (DTSC 2016). There is one well listed on the California Water Resources Control Board's GeoTracker GAMA database located near Lytton Avenue and Alma Street, approximately 0.18 mile southwest of the project site (California Water Resources Control Board, 2016a). The project does not require any excavating where groundwater would be disturbed and groundwater is not used as a water source for the project. Additionally, there are nine leaking underground storage tank sites and one cleanup program site shown within 1,000 feet of the project site on the California Water Resources Control Board's Geotracker database (California Water Resources Control Board, 2016b). All ten sites have undergone remediation and are listed as closed. The project would have a less than significant impact related to location on a listed hazardous materials site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

There are no airports within two miles of the project site and the site is not identified within a safety zone in the Palo Alto Airport Land Use Compatibility Plan. The Palo Alto Airport is located approximately 2.7 miles east of the project site. Therefore, **no impact** related to safety hazards associated with aircrafts would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The nearest private airstrip to the project site is a helipad on the Stanford Medical building approximately 1.10 miles southwest of the project site. The helipad is for use by emergency helicopters only and the land use is not changing from what currently exists on the project site. Therefore, impacts related to hazards from a private airstrip are **less than significant**.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The nearest designated evacuation route to the project site is University Avenue. The project currently shares the block bounded by University and Lytton Avenues and Bryant and Ramona Streets with Cogswell Plaza and a public parking lot. The public parking lot is accessed via Ramona Street, which would not change a result of the project. The project would not result in any changes to the University Avenue or to any of the surrounding roads. The project does not have a private parking lot but under the terms of its lease has non-exclusive use of 25 of the 51 parking spaces in the public lot. The project would not increase traffic or roadway congestion in the surrounding area such that use of the evacuation route on University Avenue would be hindered, and would not otherwise impair implementation of the City's Emergency Operations Plan. Therefore, there would be **no impact** related to interference with the emergency response or evacuation.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project site is located in an urban area that is not identified as a high or medium fire hazard on the map in Section 18.4.2.2.3 in the Santa Clara County Hazard Mitigation Plan (Santa Clara County, 2012). Therefore, **no impact** related to fire risks would occur.

Mitigation Measures

Mitigation Measure HAZ-1: Prior to building demolition, the project applicant shall demonstrate to the satisfaction of the City of Palo Alto that a survey of the existing buildings has been conducted by a qualified environmental specialist who meets the requirements of the current U.S. Environmental Protection Agency regulations for suspected lead-containing materials (LCMs), including lead-based paint/coatings; asbestos containing materials (ACMs); and the presence of polychlorinated biphenyls (PCBs). Any demolition activities likely to disturb LCMs or ACMs shall be carried out by a contractor trained and qualified to conduct lead- or asbestos-related construction work. If found, LCMs and ACMs shall be disposed of properly. If PCBs are found, these materials shall be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and other state and federal guidelines and regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, Materials Requiring Special Handling, for the removal of mercury switches, PCB-containing ballasts, and refrigerants.

3.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

a) Would the project violate any water quality standards or waste discharge requirements?

The project site is fully developed and the proposed project would not substantially change the amount of impervious surface area on the project site. The project site consists of a 17,557 square foot main building and an 818 square foot shed, which are adjacent to a public parking lot with 51 parking stalls and a public park. According to the Impervious Area Worksheet for Land Developments prepared for the project (available at the City of Palo Alto Development Projects webpage), the project site currently contains 14,117 square feet of impervious surface with the existing building, which represents 91.8 percent of the total project site. The project is proposing to add 4,874 square feet of impervious surface area, which would increase the total percentage of impervious area on the project site by 0.3%. The project would not alter existing grades in the area and would not change the drainage patterns on the site or lead to increased erosion or sedimentation. The National Pollution Discharge Elimination System (NPDES) program administered by the Bay Area Regional Water Quality Control Board (RWQCB) regulates Stormwater runoff water quality to control and reduce pollutants to water bodies from surface water discharge. The RWQCV worked with cities and counties throughout the region to prepare and adopt a Regional Municipal Stormwater Permit (Regional Permit). The Regional Permit for the City identifies minimum standards required for new development and redevelopment within the City limits. Additionally, the City's standard conditions of approval include requirements for projects to develop and implement best management practices (BMPs) to control erosion during construction and permanent features to treat stormwater during project operation. The project would be required to comply with all

city, state and federal standards pertaining to stormwater runoff and water quality. Therefore, impacts would be **less than significant**.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

As stated above in item (a), the project would increase impervious surface area by 0.3%, which would not substantially reduce the area available for groundwater recharge. The project would not rely on groundwater for its water supplies and would not require excavation that would impact groundwater flow. Therefore, the project would have a **less than significant** impact on groundwater supplies or groundwater recharge.

c and d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The project site is completely developed and there are no streams or rivers located on the project site that would be altered during project construction. The project proposes to add a total of 4,874 square feet of impervious surface area to the project site. The project would not substantially alter the existing drainage pattern of the site since the project would only increase the total impervious surface area by 0.3%. This incremental increase in impervious surface area would not substantially increase the rate or amount of runoff resulting in flooding on- or off-site or increase erosion or siltation on or off site. The project would have a **less than significant** impact on alteration of the existing drainage pattern.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The project would increase impervious surface area by 4,874 square feet, a 0.3% increase over the existing conditions. This minor increase would not result in substantial additional runoff that would exceed the capacity of existing or planned stormwater drainage system and the impact would be **less than significant**.

f) Would the project otherwise substantially degrade water quality?

Potential impacts to water quality are addressed under item (a) above.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The project does not propose to construct housing and is not located within a 100-year flood hazard zone (FEMA 2009). There would be **no impact** related to placing housing within a 100-year flood hazard area.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The project site is located within Zone X on the Flood Rate Insurance Map (FIRM) map No. 06085C0010H. Zone X is defined as an area with a 0.2% change of flood; areas with a 1% annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from 1% annual chance floods (FEMA 2009). The project is not located within a 100-year flood hazard area and would have **no impact** related to placing structures within a 100-year flood hazard area that would impede or redirect flood flows.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The nearest surface water in the vicinity of the project site is San Francisquito Creek, located approximately 0.34 mile northwest of the site. The project site is not located near a levee or dam and is not within an area identified as a dam failure inundation area on the map in Section 18.4.2.2.7 in the Santa Clara County Hazard Mitigation Plan (Santa Clara County, 2012). The project site is not subject to flooding and construction of the project would result in **no impact** associated with exposure of people to flood-related hazards.

j) Inundation by seiche, tsunami, or mudflow?

The project site is located in Downtown Palo Alto on relatively flat ground and is not near an open body of water or a hillside; therefore, there is no risk for seiche, tsunami, or mudflow hazards. **No impacts** related to these hazards would result from implementation of the proposed project.

Mitigation Measures

No mitigation measures are required.

3.10 Land Use and Planning

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	**LAND USE AND PLANNING** – Would the project:				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) Would the project physically divide an established community?

The project would not physically divide the existing neighborhood. The project would expand on the existing building on the project site, which is surrounded by commercial, mixed use and public service development. The proposed expansion would support the residential uses in this neighborhood. The project would have **no impact** related to dividing existing neighborhoods.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project would not conflict with the City's General Plan. The General Plan designates the site regional/community commercial while the site zoning designation is Public Facility (PF). The existing building has been in operation (without conflicting) since 1978 and the expansion will continue the same operations. The proposed project does not conflict with zoning nor general plan designations and, therefore, there will be **no impact**.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

There are no adopted Habitat Conservation Plans or Natural Community Conservation Plans for the City. The proposed project would result in **no impact** related to conflict with such plans.

Mitigation Measures

No mitigation measures are necessary.

3.11 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a and b) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The project site is designated Regional/Community Commercial by the Palo Alto General Plan and has been used as a Community Center since 1978. There are no known mineral resources within the project site and no mineral recovery activities have been known to occur on site. The three-story addition on the project site would not adversely affect any mineral resources of value to the state or region. The project would have **no impact** related to mineral resources.

Mitigation Measures

No mitigation measures are necessary.

3.12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The Palo Alto Comprehensive Plan table "Land Use Compatibility for Community Noise Environment" establishes a 70 dB exterior noise exposure limit as the normally acceptable limit and 80 dB as the conditionally acceptable limit for business commercial land uses (City of Palo Alto 2007). The current building meets the City of Palo Alto Comprehensive Plan standards. Land uses on the project site would not change with implementation of the proposed project. The project would be required to ensure that the new addition meets the same noise standards as the main building in accordance with the City of Palo Alto Comprehensive Plan. Therefore, impacts related to exposure of persons to noise levels in excess of established standards would be **less than significant.**

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The project does not require the use of construction equipment, such as pile driving that typically generates excessive groundborne vibrations. Some level of groundborne vibration may occur during project construction but would be short-term and intermittent. Project construction would comply with all applicable standards in the City's Noise ordinance. Land uses on the project site would not change with implementation of the project and operation of the project would not generate excessive groundborne vibration. Therefore, impacts related to exposure of persons to excessive groundborne vibration would be **less than significant**.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The project is not changing the land use on the project site and operation of the project would not change from activities currently occurring on the project site. The project is not expected to result in a significant increase in ambient noise levels in the project vicinity and the impact would be **less than significant.**

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Project construction involves demolition of approximately 2,500 square feet of the existing building and construction of a new 10,721 square-foot addition. Construction would be expected to generate short-term temporary noise in the project area. All construction activities would be required to take place between the hours of 8:00 a.m. and 8:00 p.m. Monday through Friday, 9:00 a.m. and 8:00 p.m. on Saturdays, and would not be allowed to occur on Sundays and Holidays (City of Palo Alto 2003). Additional provisions require that no individual piece of equipment produce a noise level exceeding 110 dBA at a distance of 25 feet, and the noise level at any point outside of the project property does not exceed 110 dBA. Compliance with the requirements in Section 9.10 of the City's Municipal Code would ensure that temporary construction noise impacts are **less than significant.**

e) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

There are no airports within two miles of the project site and the site is not identified within a safety zone in the Palo Alto Airport Land Use Compatibility Plan. The Palo Alto

Airport is located approximately 2.7 miles east of the project site. The project would result in **no impacts** related to exposure of people to excessive noise levels**.**

f) Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The nearest private airstrip to the project site is a helipad on the Stanford Medical building approximately 1.10 miles southwest of the project site. The helipad is for use by emergency helicopters only and the land use is not changing from what currently exists on the project site. The proposed project would have a less than significant impact on exposure of people to excessive noise levels.

Mitigation Measures

No mitigation measures are required.

3.13 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The project would expand the Community Center in order to meet the demands of the surrounding neighborhoods. The project would not induce substantial population growth either directly or indirectly and it would have **no impact** related to population growth.

b and c) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The site does not currently support any housing or residential use. No housing or residents would be displaced by the proposed project and the project would have **no impact** on housing or require construction of new housing.

Mitigation Measures

No mitigation measures are required.

3.14 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☒

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection? Police protection?

The project site currently operates as a Community Center and receives services from the City Fire and Police Departments. The project would add approximately 8,129 square feet to the project site but would not generate a new population or cause a substantial

increase in the population that would demand additional service. The project would have a **less than significant** impact on the provision of fire protection and police services.

Schools?

The project would expand an existing Community Center but would not generate a new population that would increase the demand for local schools. The project would have **no impact** on schools.

Parks?

The project would not generate a new population that would increase the demand for local parks. Expanding the Community Center would allow the facility to serve approximately 360 additional persons per day. This would not cause a substantial increase in the population that would require parks. The City's standard conditions of approval require fees to address any increased need for parks. Payment of the development fees for parks would ensure that the project's impact is **less than significant**.

Other public facilities?

The project would not generate a new population that would increase the demand for other public facilities. The City's standard conditions of approval require fees to address any increased need for community facilities, schools and housing. The project is a community facility and is not required to pay community facility fees. The project's would have no adverse effect on other public facilities and would improve the services provided at Avenidas. Thus the project would have **no impact** on public facilities.

Mitigation Measures

No mitigation measures are required.

3.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The project would not construct residential units and would not generate a new population requiring the use of neighborhood and regional parks. The 8,129 square-foot increase in floor space is not expected to have a significant effect on existing parks or recreational facilities. The project would expand the existing community center to improve services to existing and future clients. It would not increase population in the area and would not increase demands for parks and recreation facilities. The project would have **no adverse impact** related to recreation.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

The existing project site is a community center and includes recreational activities and classes for patrons. The project would be expanding this recreational facility to accommodate the growing demand for services provided by the community center. The project would not generate a new population requiring use of additional recreational facilities and the project would reduce the demand for use of recreational facilities by accommodating an estimated 360 additional people per day. The potential adverse impacts on the environment of the proposed project are evaluated throughout this IS; therefore, this impact is **less than significant**.

Mitigation Measures

No mitigation measures are necessary.

3.16 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

A survey was conducted by Avenidas volunteers with training and oversight by Fehr & Peers on September 18th and September 23rd for the entire hours of operation of the facility and recorded time of arrival, mode of transportation, parking location (if applicable), and expected time of departure. According to Table 2 in the Focused Traffic Impact Study Memorandum on the day the facility was most crowded 58% of people

arriving at Avenidas drove their car, 21% walked, 7% arrived as a passenger in a carpool, 7% used transit or shuttles, 4% were dropped off by another vehicle, and 3% biked (Fehr & Peers, 2014). According to Table 3 in the Focused Traffic Impact Study Memorandum, the expansion of the community center would generate five net new vehicle trips in the AM peak hours (7:00 a.m. to 9:00 a.m.) and 14 net new vehicle trips in the PM peak hours (4:00 p.m. to 6:00 p.m.) (Fehr & Peers, 2014). The Focused Traffic Impact Study Memorandum concluded that the expansion would not negatively impact the traffic operations of the surrounding roadway network (Fehr & Peers, 2014). Therefore, the project would have a **less than significant** impact on conflicting with an applicable plan, ordinance, or policy establishing measures for evaluation the effectiveness of the circulation system.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) for Santa Clara County. The VTA administers the 2013 Congestion Management Plan (CMP), which contains five elements: traffic Levels of Service (LOS) standards, multimodal performance measures, transportation demand management and trip reduction, land use impact analysis and a Capital Improvement Program element. The CMP applies to all roadways and highways within the designated roadway network. None of the roadways surrounding the project are included in the designated roadway network highways, expressways, or principal arterials listed in Appendix B of the CMP (VTA, 2013). The nearest roadways included in this network are the Oregon-Page Mill expressway and El Camino Real/State Route 82. Since the none of the roadways immediately surrounding the project site are included in the CMP designated roadway network and the additional project generated traffic would not impact the surrounding roadway network, the project would not conflict with an applicable CMP and the impact would be **less than significant**.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed project would not affect air traffic. The project is not changing the land use on the project site and would not add a new population or increase traffic levels in the surrounding area. There would be **no impact** related to changing air traffic patterns.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

A majority of the project site is occupied by the existing community center building and there is no on-site parking. The project would increase the size of the community center but would not impact the parking lot located behind the building to the southwest and construction of the proposed project would not impact nearby traffic intersections. No dangerous design features or incompatible uses are expected to result from the project. The project would have **no impact** on increasing hazards due to design features or incompatible uses.

e) Would the project result in inadequate emergency access?

The project currently shares the block bounded by University and Lytton Avenues and Bryant and Ramona Streets with Cogswell Plaza and a public parking lot. The public parking lot is accessed via Ramona Street, which would not change a result of the project. The project would not result in any changes to the University Avenue or to any of the surrounding roads. Therefore, the project would have **no impact** on emergency access.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The Palo Alto Municipal Code (PAMC) Section 18.52.040 requires one bicycle parking space per 2,500 square feet of gross floor area, with a mix of 40% for long-term parking and 60% for short-term parking, in the Downtown University Avenue parking assessment district. Based on the project's proposed net addition of 8,129 square feet, the project would be required to provide a total of three bicycle parking spaces (1 long-term and 2 short-term). The project would add bicycle parking along Bryant Street near the main entrance of the community center. In the Downtown University Avenue parking assessment district, the project is required to provide one parking space per 250 square-feet. Based on the addition of 8,129 square feet, the project is required to add 33 automobile parking spaces. The community center's lease line is coterminous with the building and Avenidas does not have the land area to add parking spaces. The project would pay a fee at the rate specified by the University Avenue parking assessment district in-lieu of constructing new parking spaces as allowed under Section 18.52.060 (b). Provision of the required bicycle parking spaces and payment of the in-lieu fee would ensure that project impacts related to conflict with adopted policies, plans and programs regarding public transit, bicycle and pedestrian facilities are **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.17 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Wastewater from the project site is treated at the Regional Water Quality Control Plant owned and operated by the City. The Regional Water Quality Control Plant is permitted under NPDES permit No. CA0037834. Wastewater flows on the project site are treated at the Regional Water Quality Control Plant in accordance with the NPDES permit. Therefore, the project would have a **less than significant** impact on exceeding wastewater treatment requirements.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The project would expand the existing community center but would not generate an additional population. The expanded community center would connect to existing wastewater infrastructure and all flows would be directed to the Regional Water Treatment Plant. The project applicant would be required to submit calculations by a registered engineer to show that the on-site and off-site sewer systems are capable of serving the needs of the development and adjacent properties. This would ensure that sufficient wastewater infrastructure and capacity exists to serve the projected demand and this impact would be **less than significant**.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The project would not generate an additional population and the expansion of the existing community center would not require additional stormwater infrastructure. The project would increase impervious surface area on the project site by 0.3%, which would be result in substantial runoff requiring the construction or expansion of existing facilities. The project would be adequately served by existing infrastructure and the impact would be **less than significant**.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Expanding the existing community center would slightly increase the project's water demand. The project would replace older fixtures with newer water efficient fixtures, which would reduce the project's water demand. Additionally, standard conditions of approval require the applicant to submit calculations by a registered civil engineer to show that the on-site and off-site water systems are capable of serving the needs of the development and adjacent properties during peak flow demands. This would ensure that sufficient water supply is available to serve the project site and the impact would be **less than significant**.

e) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As discussed in item (b) above, the project applicant would be required to submit calculations by a registered engineer to show that the wastewater treatment provider is capable of serving the needs of the development and adjacent properties. This would ensure that adequate capacity exists to serve the project and project impacts are **less than significant**.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The expansion of the existing community center would not generate an additional population that would generate additional solid waste. Waste generated in the City is sent to the Sunnyvale Material Recovery Transfer station and ultimately the Kirby Canyon Landfill (Permit 43-AN-0008). The Kirby Canyon Landfill can accept 2,600 tons per day and has a remaining capacity of 16,191,600 cubic yards (CalRecycle 2015). The project's current solid waste generation is adequately served by the landfill and the project's solid waste generation is not expected to change substantially as a result of the proposed project. Therefore, the project would have a **less-than-significant** impact.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The project would be required to comply with the green building requirements set forth in the California Green Building program and the City's Build It Green Program. The project is proposed to attain a LEED Silver certification. This would ensure that water conservation and solid waste reduction measures are included in the project and that the project meets all local, state and federal regulations related to solid waste. Therefore, impacts would be **less than significant**.

Mitigation Measures

No mitigation measures are required.

3.18 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

The project site is developed and does not support riparian habitat, wildlife corridors, or any sensitive natural communities. There are trees on the project site that may be used for nesting by migratory birds and would be protected on site through implementation of Mitigation Measure BIO-1. The existing main building on the project site and the small shed at the rear of the building are both considered historic buildings. No changes or modifications would be made to the small shed. The demolition of the main building would include approximately 2,500 square-feet of the dining room that was added in 1977 and would not include demolition of any part of the main historic building. The internal improvements would not damage any historic features since no historic features remained after the initial internal improvements in 1977. The project would have a **less**

than significant impact on degrading the quality of the environment, reducing fish and wildlife habitat or eliminating important examples of major periods of California history.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The project site is fully developed and expansion of the community center would not contribute to the adverse visual impacts, loss of agricultural land, an increase in traffic, or the demand for additional public services and utilities. The project would have limited GHG air quality pollutant emissions that were far below the screening criteria for the BAAQMD, as discussed in Sections III and VII. The project would result **in less than significant** cumulatively considerable impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

There is nothing in the nature of the proposed community center expansion that would have a substantial adverse effect on human beings; therefore, there would be **no impact**.

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FIGURE 1

Regional Map

Expansion at Avenidas Project

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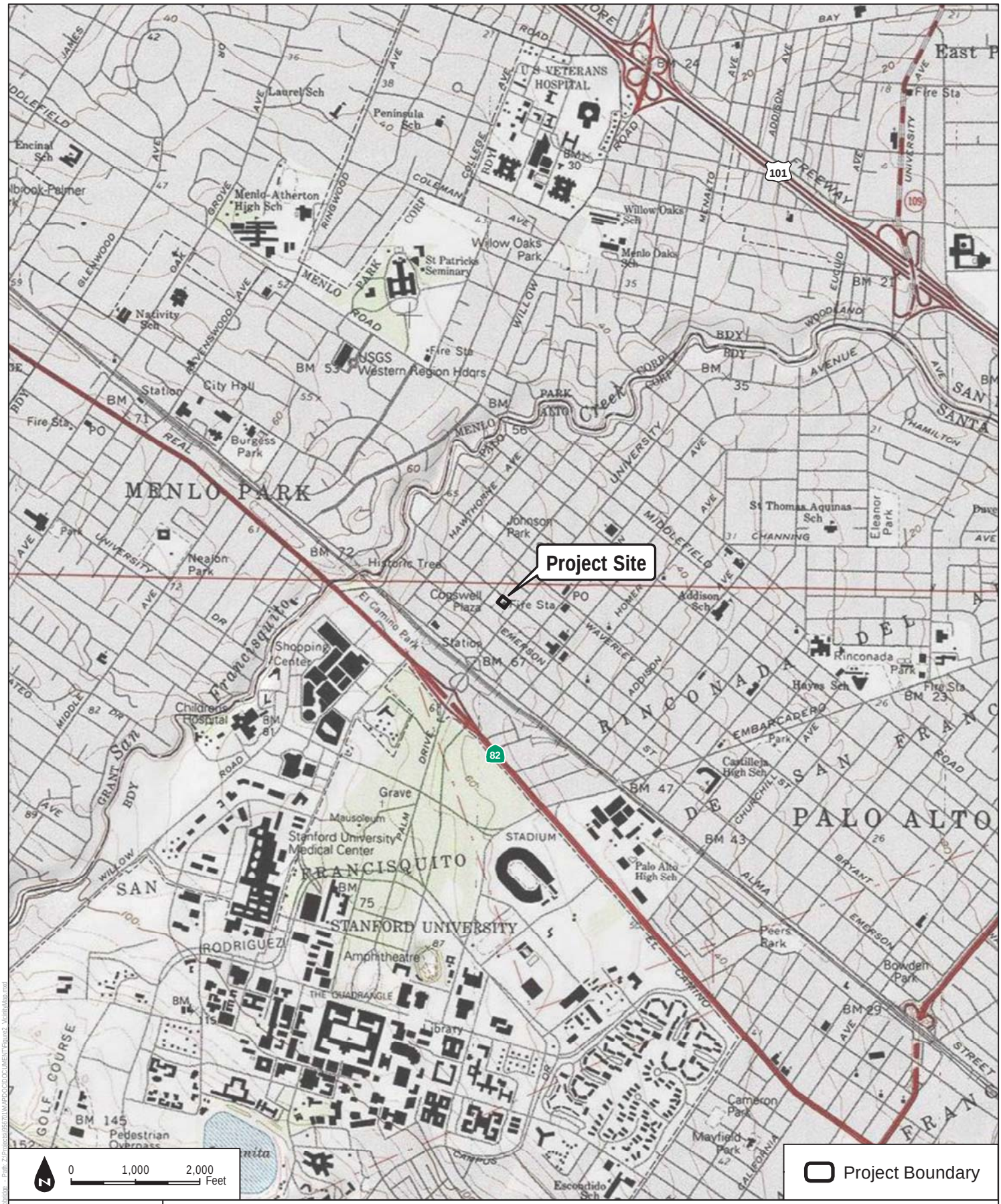

SOURCE: USGS 7.5-Minute Series Palo Alto Quadrangle

FIGURE 2

Vicinity Map

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Expansion at Avenidas Project

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DUDEK

SOURCE: Bing Maps (Accessed 2016); Contra Costa County GIS

FIGURE 3
Project Site

Expansion at Avenidas Project

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FIGURE 4A
Site Photos

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Expansion at Avenidas Project

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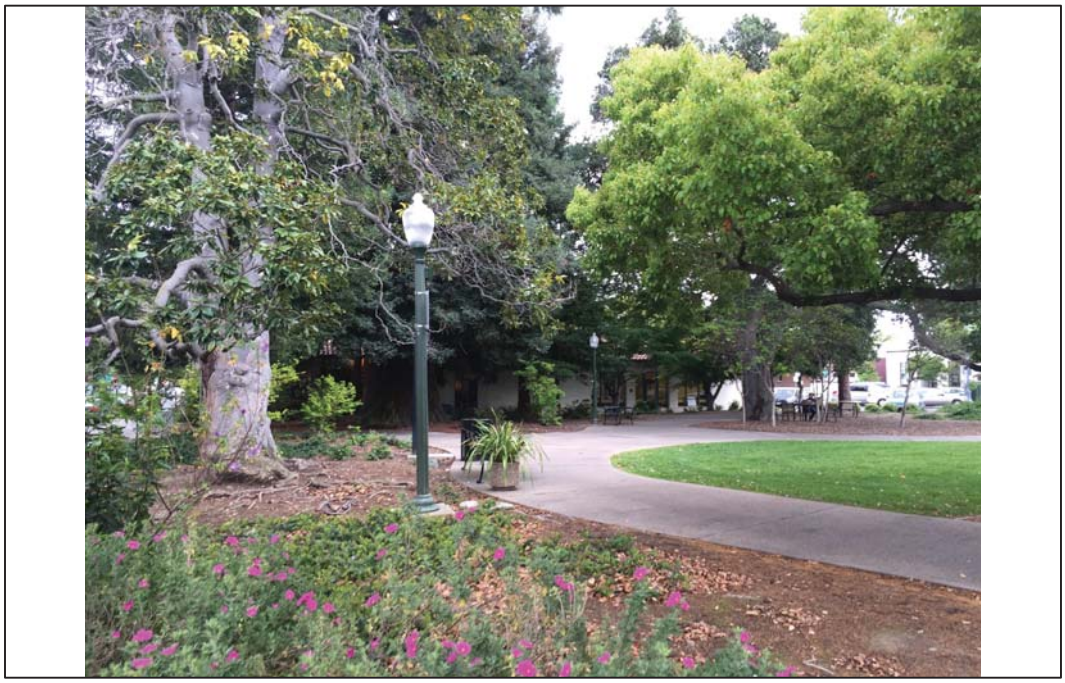

FIGURE 4B
Site Photos

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Expansion at Avenidas Project

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APPENDIX A

Historic Resources Evaluation

Architectural
Resources Group

Architecture
Planning
Conservation

450 Bryant Street, Palo Alto, California
Historic Resource Evaluation

Prepared for

Avenidas

Prepared by

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Historic Resource Evaluation
450 Bryant Street
Palo Alto, CA

23 June 2016

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APPENDICES

Appendix A: Existing Conditions Photographs of 450 Bryant Street
Appendix B: Historic Photographs of 450 Bryant Street
Appendix C: Original Plan Drawings

1. INTRODUCTION AND METHODOLOGY

Architectural Resources Group, Inc. (ARG) has completed this Historic Resource Evaluation (HRE) in connection with the proposed rehabilitation and new addition to the former Police and Fire Building at 450 Bryant Street in Palo Alto. The property is listed as a Category 2 building ("Major Building" of regional importance) in Palo Alto's Historic Inventory, and is recognized as a Point of Historical Interest by the State of California. These designations qualify the building for consideration as a "historical resource" per the California Environmental Quality Act (CEQA). In California, historical resources must be considered in the environmental review process. In general, a project involving a historical resource that has been determined to comply with the Secretary of the Interior's Standards can be considered a project that will not cause a significant impact on the historic resource per CEQA.

The first part of this report includes a physical description of the property, a summary of the building's historical background, a chronology of use and development, a summary of previous evaluations, and identification of character-defining features. ARG has also provided an updated evaluation of the subject building and associated garage structure per the California Register of Historical Resources (CRHR) and local criteria. The second component of this report uses the above-mentioned background information to provide an assessment of the proposed project's consistency with the *Secretary of the Interior's Standards for Rehabilitation*.

Figure 1. 450 Bryant Street aerial view, subject property outlined in red (Source: Google Maps aerial view, amended by author).

The building at 450 Bryant Street was designed by prominent architect Birge Clark, who was responsible for designing hundreds of buildings in Palo Alto and the surrounding area during the first half of the twentieth century. From 1927 through 1970 the building housed the City's police and fire departments, including the Police Court and city jail facilities. As a new civic center began to develop in the mid-1960s, some of these functions were transferred to other locations. The final vacancy occurred in 1970, with the departure of the police department and the Communications Division. The building remained vacant for most of the 1970s and was converted for use as a senior center by the Senior Coordinating Council (SCC) in 1978. The SCC changed its name to Avenidas in 1996, and functions today as a community-based nonprofit organization that provides services to older adults in Palo Alto and the larger Bay Area.

The proposed rehabilitation of 450 Bryant Street entails construction of a new three-story addition at the rear of the building and a full rehabilitation of the interior of the existing building. A more detailed project description is included below in Section 7.1.

To complete the HRE report for 450 Bryant Street, ARG:

- Conducted a site visit to examine and photograph the project area and its surroundings on June 12, 2014;
- Reviewed existing historic evaluations of 450 Bryant Street;
- Conducted additional research as necessary to supplement the existing record, including permit research at the Palo Alto Development Center and archival research at the Palo Alto Historical Association; and
- Reviewed proposed project drawings prepared by Kenneth Rodrigues & Partners, Inc., (set dated March 16, 2016).

2. SUMMARY OF FINDINGS

The former Palo Alto Police and Fire Building at 450 Bryant Street is locally significant for the quality of design in its original exterior detailing, for its association with important local architect Birge Clark, and as an important local municipal building. Built around the same time, the former garage building was also designed by Clark and served the building's historic function as the Police and Fire building. Though the interiors of both buildings have been significantly modified over time, they retain an adequate amount of original exterior character defining features to communicate their historic significance, and the property as a whole qualifies as a historic resource per CEQA.

The project applicant has significantly modified their proposed design based on comments from consultants and City Staff. ARG has reviewed the updated project proposal and finds it to be compliant with the Secretary of the Interior's Standards for Rehabilitation.

3. SITE AND BUILDING DESCRIPTION

3.1 Site Description

The building at 450 Bryant Street is located in Downtown Palo Alto, on the south side of Bryant Street between Lytton and University Avenues. It lies between Cogswell Plaza to the west and an alleyway to the east. The original building, 1950 addition, 1978 cafeteria wing, garden walls, and an auxiliary building used as an activity room define an enclosed courtyard on the south side. A parking lot occupies the south portion of the lot behind the building. The surrounding neighborhood is generally commercial in nature.

3.2 Building Description

Figure 2. 450 Bryant Street, primary elevation (ARG, June 2014).

The main building at 450 Bryant Street is constructed of reinforced concrete and wood framing with a with a stucco exterior finish. Stylistically, it is a Spanish Colonial Revival building with a first-floor arcade, carved rafters exposed at the eaves, and clay barrel-tile roofing. A finely detailed door surround marks the original central entrance to the building with “Police Court” carved into a panel above the door. The surround is concrete, tooled and colored to contrast with the stucco walls and to have the appearance of stone. The second story is characterized by three sets of French doors; each door opens to balcony featuring decorative ironwork. Other exterior features include decorative wrought iron details and original light fixtures. The window type found throughout the building is a steel multi-pane casement, arranged in various configurations.

The interior of the building has been altered considerably from its original appearance. The present interior configuration dates primarily to the 1978 rehabilitation, when the building was converted for use as a senior center. The original exterior walls and features generally remain intact despite later additions, but the original interior configuration has been altered so that no original interior spaces and

few to no original features remain. It is possible that some original features of the building, such as the skylights and their sub-frames, have been concealed within the present finishes.

Two additions were made to the original Police and Fire building: one for additional fire department facilities in 1950, and the other for a kitchen and dining room when the building was converted for use as the senior center in 1978. The 1950 addition attaches to the north end of the original building, and the 1978 addition attaches to both buildings at the southwest corner. Both additions were designed for compatibility with the original 1927 construction and feature stucco cladding and red clay tile roofs. The roofs are hipped like the original building and have open eaves with exposed rafter tails. The 1950 addition has rectangular multi-pane casement windows, and the dining room addition has arched window openings reminiscent of those on the front of the original building.

Figure 3. Rear entrance into Avenidas courtyard (ARG, June 2014).

The rear (south) elevation of the original building faces a courtyard flanked by the 1978 addition to the west and the former garage building (now a classroom) at the property's south corner. The courtyard is secured at the east and south perimeter by stucco-clad privacy walls and wood and metal gated enclosures. The courtyard features a colorful tiled fountain, wood trellises, a small refuse enclosure, and wood benches, all of which were installed as part of the 1978 rehabilitation.

Note: See Appendix A for additional existing conditions photographs.

4. HISTORICAL BACKGROUND AND CONTEXT

4.1 Palo Alto

Although the land was once occupied by the Ohlone and later part of vast Spanish land grants, modern-day Palo Alto was formed in the late 1800s by Leland and Jane Stanford, the founders of Stanford University. The Stanfords "decided that the new university should have an accompanying college town to provide a clean-living place for student housing and other services."[1] After both the neighboring towns of Menlo Park and Mayfield refused to stop serving alcohol, Stanford decided to create his own dry town and called it University Park. In contemporary advertisements, the area was described as "a tract of beautiful oak-park land, immediately opposite and adjoining the grounds of the Leland Stanford Junior University."[2] The land was "subdivided into villa blocks, comprising about five acres each… in the most artistic manner, with broad avenues intersecting each other at picturesque angles."[3] University Park officially became Palo Alto in 1892. By the turn of the twentieth century, Palo Alto was a developing town that "had solved many of the basic problems of survival by installing an efficient water system, paving the roads, establishing schools, developing sewage management, and other municipal functions."[4]

4.2 Site Development

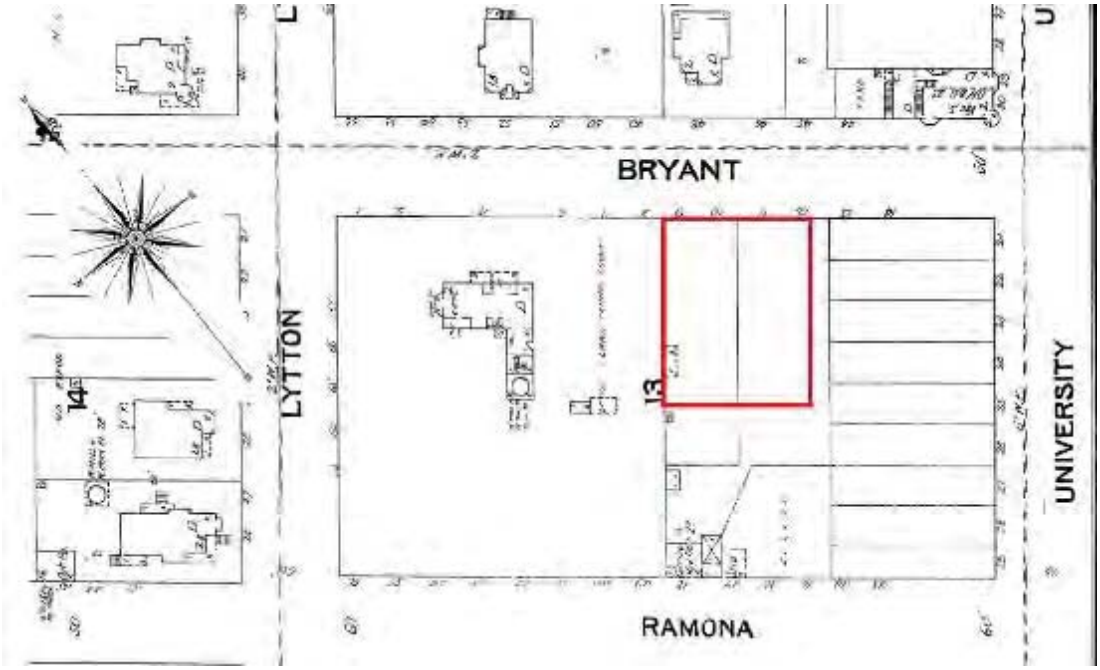

Figure 4. 1894 Sanborn Map detail, site of subject property outlined in red (map amended by author).

[1] Pamela Gullard and Nancy Lund, *History of Palo Alto: The Early Years* (San Francisco: Scottwall Associates, 1989), 83.
[2] Ibid, 85.
[3] Ibid.
[4] Ibid, 137.

Sanborn Maps dating to the 1890s indicate the area directly surrounding the subject block consisted of a mix of vacant lots and single-family dwellings. A large residence and associated site features including a "lawn tennis court" occupied the west half of the subject block as of 1894. The east half of the block held a collection of small sheds, a carriage house, and a corral, as well as a number of vacant lots lining University Avenue. By the 1920s, the area had developed further with a mix of single and multi-family dwellings, lodging establishments, and businesses. The residential estate that had existed on the subject block in the 1890s had been removed and replaced by a park on the western half of the block. Two dwellings sat on the subject site.

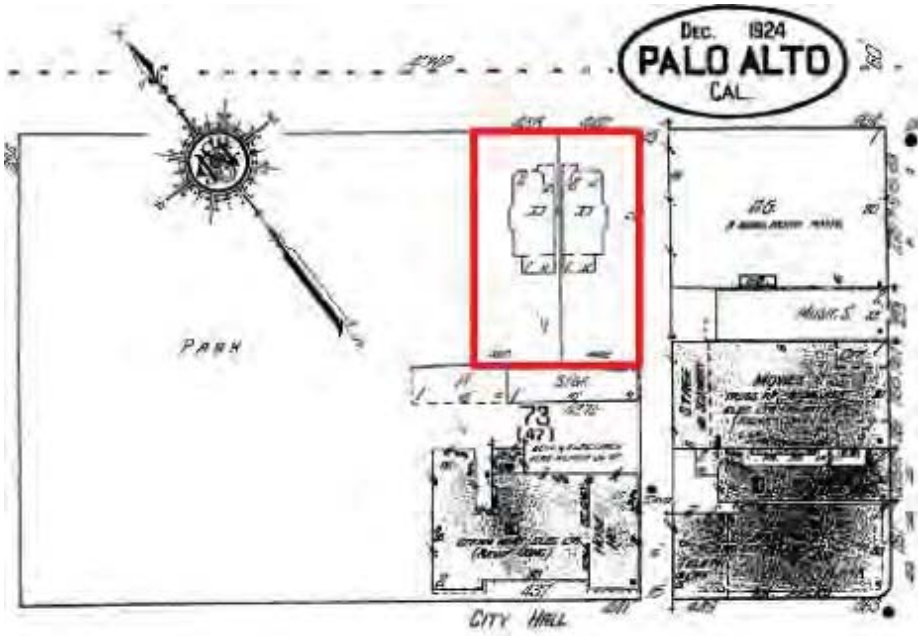

Figure 5. Sanborn Map, detail, 1924, site of subject property outlined in red (amended by author).

Figure 6. Palo Alto City Hall, Ramona Street, c. 1920s (Source: Palo Alto Historical Association).

Palo Alto's first City Hall building was constructed in 1907, just south of the subject property, facing Ramona Street. This one-story building was initially intended to be a temporary facility, and a more permanent City Hall building was to be constructed at University Avenue and Waverley Street; however, these plans were never executed. To accommodate a growing need for space, the City added a second story to the 1907 building around 1922, and other plans for expansion developed.[5] According to a history of the police and fire building:

> [For] two-and-one-half years the City of Palo Alto studied the problem of locating a jail, accommodating the fire and police departments together with the problem of relieving increasing congestion at the City Hall…Finally a plan was outlined for the construction of a permanent building to accommodate the fire department, police department and jail. It would be located on municipal property facing Bryant Street behind the City Hall.[6]

Figure 6. Palo Alto Police and Fire Station, 450 Bryant Street, c. 1927
(Source: Palo Alto Historical Association).

On January 20, 1927, the City Council recommend a bond issue of $74,000. Construction of the Palo Alto Police and Fire Building was completed at the end of 1927, and the building was formally dedicated on December 6 of that year. To celebrate the dedication, a dinner and program were held in the new quarters. An article in the *Palo Alto Times* gave the following report:

[5] *Palo Alto: A Centennial History,* 229
[6] History of the Fire/Police Building, Palo Alto Historical Association archives, 2.

> What with an old-time chicken dinner, music both vocal and instrumental, vaudeville entertainment and speeches bristling with wit and praise of Palo Alto as one of the best – nay, even possibly the very best town in California – a good time was had by all.[7]

The event, held in the club room of the Fire Department quarters, was attended by municipal officials, employees, and guests. As noted in the *Palo Alto Times* article, the "event was voted so successful that hopes were expressed that it could become an annual affair."[8]

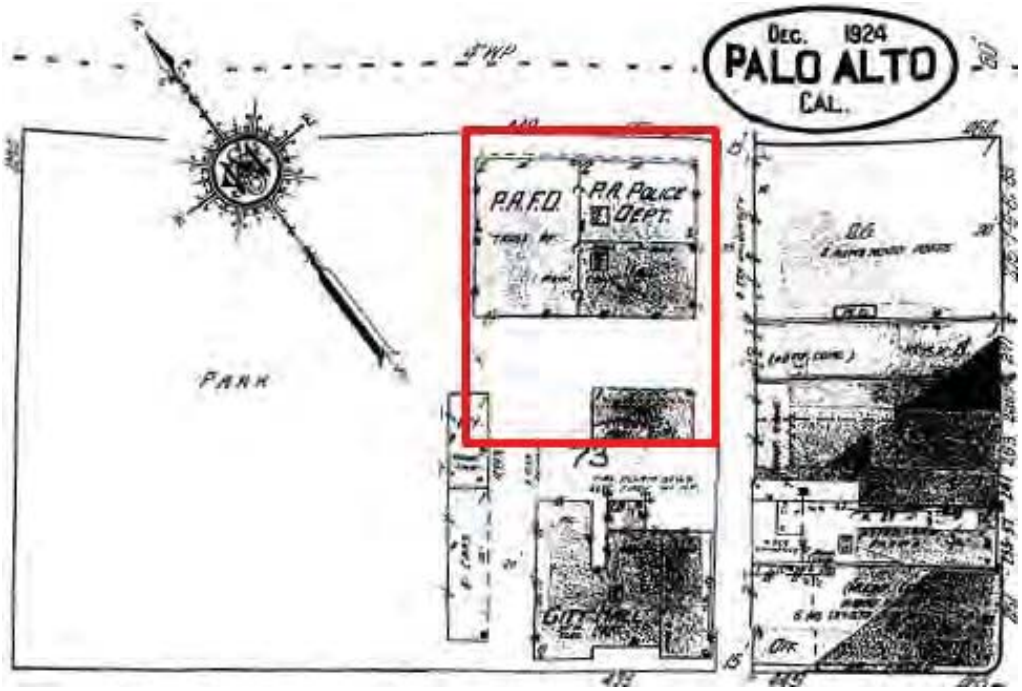

Figure 7. Sanborn Map, detail, 1949, site of subject property outlined in red (amended by author).

The 1924 Sanborn shows two ancillary structures associated with City Hall: a garage and a storage unit, both rectangular in plan and located behind the building. These structures were later demolished to accommodate a new garage, which may be the structure that remains behind the former Police and Fire building today. A six-car garage and an office building had been constructed to the west of City Hall by 1949, but these two buildings are no longer extant.

The years following World War II marked a period of growth and expansion in Palo Alto. As part of this development, the City made building a new City Hall a top priority. The relocation of City Hall to a site at Embarcadero and Newell roads in 1950 was fiercely contested, since it was located in the middle of a residential area.[9] Although many voted against the proposed location, the City purchased the lot and built new city hall there despite the objections. The City's offices moved again about twenty years later,

[7] Ibid, 4.
[8] History of the Fire/Police Building, Palo Alto Historical Association archives, 4.
[9] Ibid. 54.

when the existing City Hall building at 250 Hamilton Avenue was constructed in 1970. The original City Hall was demolished in 1953; the adjacent six-car garage and office building were also likely demolished at this time.

The open space adjacent to the subject building, presently known as Cogswell Plaza, was originally established as City Hall Park in 1924. The park offered grassy areas, a children's playground, numerous shrubs and trees, and several benches.[10] Increased vehicular traffic in the downtown area, as well as overcrowding at City Hall, led to a proposal in the early 1950s to convert the park for use as a parking lot or as the site for a new City Hall annex. Local residents supported retention of the park, and neither proposal passed. In 1955, the park was redesigned by Bay Area landscape architect Douglas Baylis, and dedicated to Elinor Cogswell, who had been a leading advocate for preservation of the park.[11] Cogswell served as editor of the *Palo Alto Times* from 1938 to 1954.[12] The park underwent a $150,000 renovation in 2012, which included new landscaping, pathways, and light fixtures. The City also removed tall shrubs and hedges from the site and replaced them with new low-growing vegetation. A key component of the new design was a circular seating area of decomposed granite.[13]

4.3 450 Bryant Street

Police and Fire Building

The Palo Alto Police and Fire Building was designed by Birge Clark in 1926, and constructed in 1927. Clark opened his architectural practice in Palo Alto in 1922, and the Police and Fire Building was his second municipal commission, following an addition to the public library designed during his first year in business.[14] A written history of the building discusses the research that went into the design of the building – a unique combination of police and fire facilities at the time:

> In the 1920s there were many fire houses, there were fewer police stations or combined fire and police stations, and still fewer included a jail. It was desired to have a jail as it was very often inconvenient and sometimes a real problem to take an arrested person to the County Jail in San Jose. Birge Clark, Alfred Seale, Chairman of the Board of Safety, William Clemo, the Fire Chief, and Howard Zink, the Police Chief, visited several nearby jails and firehouses. They talked with the famous Police Chief of Berkeley, August Vollmer, who provided several valuable hints about constructing a small holding jail – eight cells for men and three for women and children. Since there was the possibility that they might temporarily be holding a desperate criminal, it was necessary that the steel bars of the cells be saw-proof and that locks could not be opened on the inside of the cell.[15]

[10] City of Palo Alto, "Cogswell Plaza," http://www.cityofpaloalto.org/news/displaynews.asp?NewsID=104&TargetID=14 (accessed 26 May 2015).
[11] Ibid.
[12] Ibid.
[13] Jason Green, "Palo Alto's Cogswell Plaza Gets a New Look," Palo Alto Times, 17 December 2012.
[14] Ibid, 1.
[15] Ibid, 3.

Upon completion of the building, a minor scandal erupted when it was discovered that the bars on the jail cells could be easily cut. Soon thereafter, the company that had supplied the cells made the appropriate corrections and new tamper-proof jail cells were installed.[16]

The construction costs for the Police and Fire Building totaled $53,000, including the steel jail cells in the Police Department quarters.[17] The structure was designed with reinforced concrete external walls, columns, and girders, with floor joists and interior partitions of wood. One exception to the interior wood partition walls was the jail, which was entirely enclosed with reinforced concrete internal walls.[18] The following sections describe the building interior as it was originally designed and constructed.

Original Building – Exterior Description

As originally constructed, the "Central Police and Fire House" was a two-story, rectangular plan building with stucco-clad exterior walls and multi-pane steel casement windows. Several skylights lit the second floor interior, and a wide partial hipped roof topped the building. Spanish clay tiles covered the roof planes, and the open eaves exposed decorative rafter tails.

Figure 8. Palo Alto Police and Fire building, c. 1938 (Source: Palo Alto Historical Association).

The primary (Bryant Street) elevation featured six arched openings at the ground level and a series of multi-pane casement windows and three sets of wood frame French doors at the second story. A central entrance provided access to a small entry vestibule and the stairway leading to the court room on the second floor. On either side of this door were the entrances to the police department quarters on the left, and the fire department quarters on the right. On the police department side, the outer arched

[16] Ibid, 3.
[17] Ibid, 1. Also: "Building for Fire and Police Departments; Palo Alto, California; Birge M. Clark, Architect." *The Architectural Forum* (November 1931), 580.
[18] History of the Fire/Police Building, Palo Alto Historical Association archives, 1. Also: "Building for Fire and Police Departments; Palo Alto, California; Birge M. Clark, Architect." *The Architectural Forum* (November 1931), 580.

openings had a tiled bulkhead wall with multi-pane steel sash windows above. The central arched opening had a similar bulkhead and windows as well as a multi-pane glazed pedestrian entry door. The original fire truck entry doors were composed of vertical wood boards with wrought iron hardware. On the second story, the French doors opened out onto shallow balconies with decorative wrought iron railings.

The park-facing (north) elevation had several steel multi-pane windows, but no entry doors. The south elevation also had several windows as well as a steel entry door that led to the detention room corridor. The rear four windows on this elevation – those that lit the interior detaining rooms and holding cell areas – were secured with steel bars. On the rear (west) elevation, also in the location of the detention rooms and holding cells, were six more windows secured with steel bars. The only exit door on this elevation was a double-leaf wood plank vehicular door on the fire department side of the building.

Original Building – Interior Description

The original building interior was divided in half to house the functions of the fire department and the police department and court. A reinforced concrete wall with pedestrian door openings divided the interior of the building at center, and the interior spaces were further divided with wood frame interior partitions clad with metal lath and plaster. According to the original plans, notable interior features and finishes included wood paneled wainscot, chair rails, baseboards, and picture rails, as well as tiled wainscot and wood plank doors with wrought iron hardware in the main entrance lobby. The interior layouts and important spaces of both departments are described below.

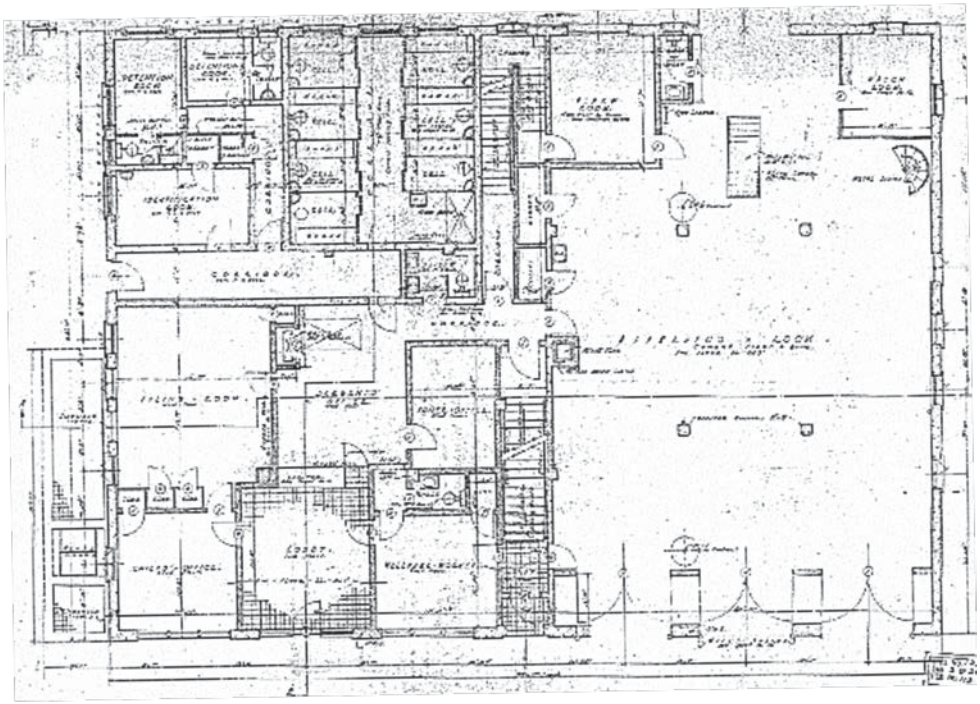

Figure 9. Original architectural drawings by Birge Clark, first floor. The left side of building housed the police department quarters, and the right side the fire department quarters (Source: Avenidas drawing file).

Police Department - Basement

The basement of the police department contained a narrow "Target Range" along the length of the Bryant Street wall, and a boiler room set behind the stairwell. The boiler room was enclosed with a hollow tile partition wall, and was physically separate from the "Battery Room" at the rear of the basement, which was accessed by the rear stair. The space now occupied by the computer labs was used for storage.

Police Department - 1st Floor

On the police department side of the building, the central pedestrian entry door (in the center arched bay) accessed the main entrance lobby with tile floor and reception desk. Surrounding this lobby were offices for the chief and sergeant, a filing room, an office for the welfare worker, toilets, and an additional office space. As mentioned above, the police court entrance led to a small entry vestibule, also with a tiled floor. This vestibule provided access to the second level via the central stair, as well as interior access to both the police department and the fire department headquarters on either side. The front offices on the first floor were separated from the detention and holding areas at the rear by a long corridor leading from the exterior door at the alley. The rear spaces included six holding cells with bunks, toilets, and sinks; an identification room; and two detention rooms. A rear staircase provided secondary access to the court room level and access to the battery room on the basement level. On the main floor, the front offices had wood floors with tiled floor surfaces at the lobby and courtroom entrance vestibule. The rear detention room areas had cement floors.

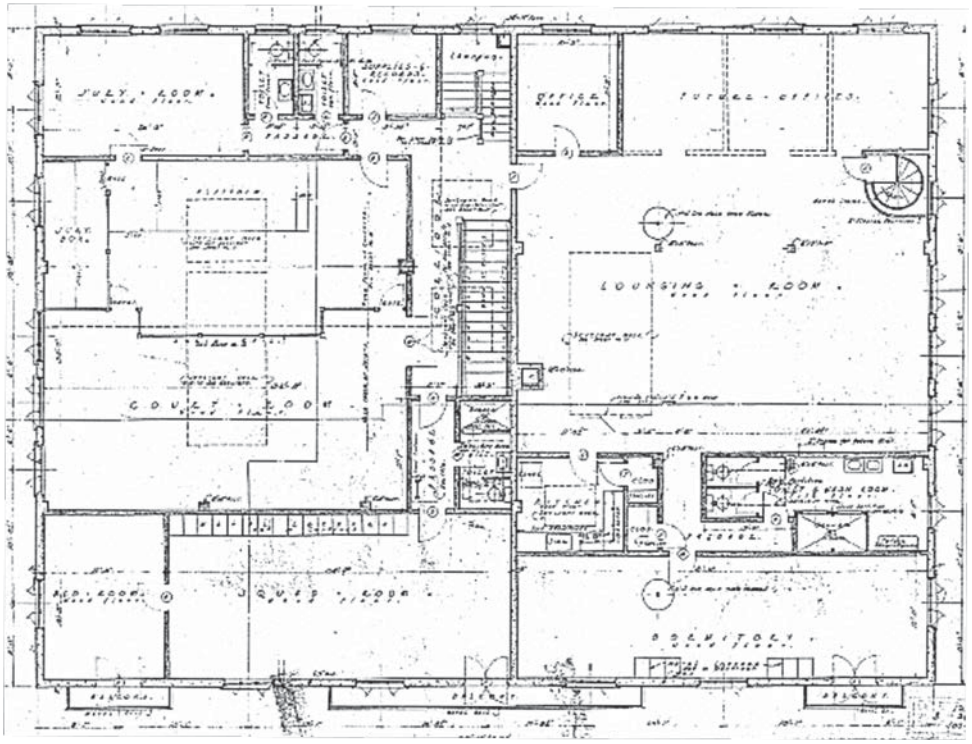

Figure 10. Original architectural drawings by Birge Clark, second floor. The left side of building housed the police department quarters, and the right side the fire department quarters (Source: Avenidas drawing file).

Police Department - 2nd Floor
At the second story, the two stairways led to a main corridor, which provided primary access to the courtroom. The squad room, located at the front of the building, had metal lockers along the west wall and led to a bedroom at the southeast corner of the space. Shower and toilet facilities were located along the passageway leading to the squad room from the main corridor. Most of the space on the second floor was occupied by the large courtroom. This room had a wood floor and received ample natural light from two overhead skylights. A solid rail with two gated openings separated the audience space from the head of the courtroom. A jury room, toilet facilities, and a "Supplies and Records" room were located along the rear wall of the building. Most of the floor surfaces on this floor were wood, with exception of the toilet facilities, which had cement floors.

Fire Department - 1st Floor
Most of the ground floor fire department space was occupied by a large "Apparatus Room" with a cement floor. The front wall had three double leaf wood vehicular entry doors, and one double-leaf vehicular door was located at the rear wall. Two firemen's poles accessed this level from the second story residential and lounging areas, and a spiral staircase was set along the north wall. An "Alarm Room," toilet room, and a "Watch Room" were located at the rear of the space.

Fire Department - 2nd Floor
The second story of the fire department building contained facilities for the fire department staff. A dormitory with metal lockers occupied the front portion of the floor. This was separated from a large "Lounging Room" by a kitchen area and toilet and washroom facilities. On the original plans, one permanent office is shown in the south corner, with three "Future Offices" immediately adjacent.

Development and Use
The building was originally constructed to house the police department and jail, the fire department and offices, and the municipal court, and these entities operated out of the 450 Bryant Street location for nearly forty years. Research indicates that the use of the building was intensive. The "Fire Department estimated that there were about fourteen employees in the building on each shift, with one to three visitors daily. The police department had a peak number of 101 employees, and an estimated 150 visitors daily."[19] City documents did not include information on the number of employees or visitors to the municipal court.[20]

The City of Palo Alto grew quickly in the first half of the 20th century, and with this growth came the need for expanded police and fire department facilities. To meet this demand, a one-story addition to the building was completed in 1950 for fire administration; the addition was later used for communications dispatch.[21] A new fire station at Newell and Embarcadero was also completed around this time.[22] Despite the addition to the Bryant Street station, the call for additional space continued to increase, and the City began planning a new civic center to house municipal activities. This civic center, completed in 1970, would house the police department, provide quarters and administrative facilities for the fire department, and create a new office for the Fire Prevention Bureau. As the new facility

[19] Elizabeth S. Crowder, "Environmental Impact Assessment for Old Police/Fire Building, Palo Alto" (19 April 1973).
[20] Ibid.
[21] History of the Fire/Police Building, Palo Alto Historical Association archives, 4.
[22] "Ledford Says New Fire Station and Improvements are Needed," *Palo Alto Times*, 8 December 1947.

neared completion, the City began to transition the departments out of the building at 450 Bryant Street. The fire department moved out in 1964 and was replaced by the Communications Division. The municipal court moved out in 1965 and the police department and Communications Division moved out in 1970.

The building remained vacant for most of the 1970s with the exception of temporary occupancy of the former Fire Department quarters during the winter of 1972-1973 by a youth group making and selling handicrafts (sponsored by the Recreation Department and supported by the Youth Advisory Commission).[23] In 1973 the City Council adopted a policy that dictated that the City maintain title to the property for the foreseeable future, and that the architectural character and aesthetics of the building be preserved and enhanced.

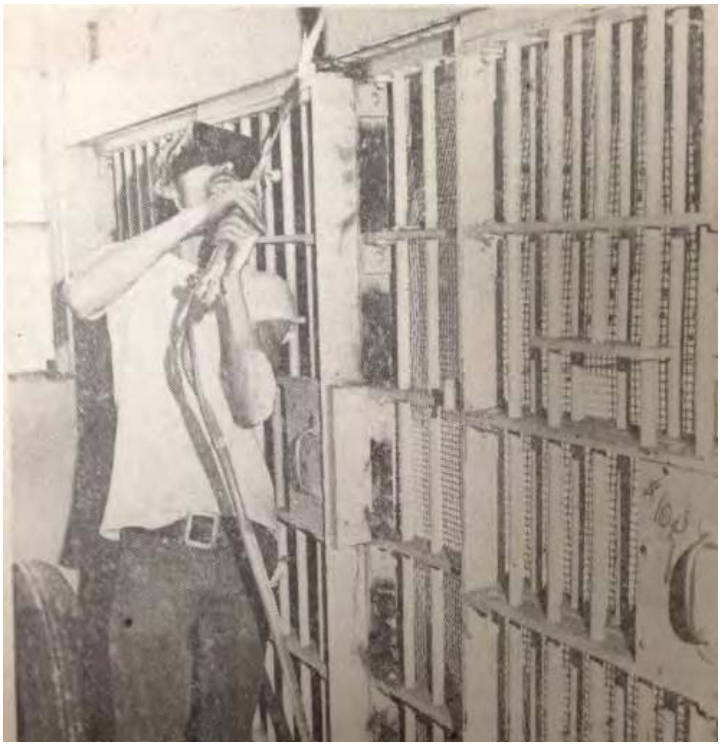

Figure 11. Jail cell removal, 1974 (Source: *San Jose Mercury News*, Palo Alto Historical Association).

Many new uses were proposed for the building during its vacancy, and two significant proposals – one for a non-profit business and one for a Mexican-themed restaurant – were considered. In 1974, Richard Nieto won the lease and intended to establish shops and a Mexican restaurant called "El Palacio de Luz de Oro" on the site, but the lease was terminated by the City of Palo Alto in June 1975 after the City determined that Nieto was in default of at least three articles in the lease agreement.[24] Newspaper articles from May 1974 indicate that Nieto held a public auction during his brief tenancy to sell off the fittings and other items that remained in the building. Original features sold at the auction included the

[23] Crowder, "Environmental Impact Assessment for Old Police/Fire Building, Palo Alto".
[24] George A. Sipel, City Manager, "Staff Report: Old Police/Fire Building," 16 July 1975.

jail cells, one of the fire poles (the other was stolen the night before the auction), the spiral staircase, brass doorknobs, ceramic tiles, plumbing and light fixtures, chairs, tables, windows, doors, and many other original features.[25]

In 1976, the City of Palo Alto agreed to lease the building to the Senior Coordinating Council of Palo Alto, Inc. (SCC) for one dollar per year. The SCC, in turn, would be responsible for the remodeling and furnishing of the building. Volunteers raised funds for the renovation of the building, which was to include the addition of a new dining room and patio to the building, and conversion of the rear one-story garage into a crafts shop. Other planned alterations included a full interior renovation to accommodate new offices, classrooms, and spaces for community groups and county and federal programs. On May 5, 1977, the groundbreaking ceremony took place. That same year, the building was nominated as a Point of Historical Interest.

4.4 Birge Clark

The son of Arthur B. Clark – a noted architect in his own right – and Grace Clark, Birge was born on April 16, 1893 in San Francisco. His parents had moved to Palo Alto the year before when Arthur began a professorship at Stanford University teaching architecture and art. Birge himself studied architecture at Stanford University and later at Columbia University. He earned a Silver Star for gallantry in World War I, after which he returned home to Palo Alto, where he enjoyed a successful career as an architect. Clark resided in Palo Alto until his death on April 30, 1989.

Over the course of his prolific career, Birge Clark was considered by many to be the "man who built Palo Alto." When he opened his practice in 1922, Birge was only one of two licensed architects between San José and San Francisco.[26] His early works include the Lou Henry and Herbert Hoover House (1920) at Stanford University, for which his father Arthur was the head architect, and several cottages on the school's campus. Birge also received the commission for the U.S. Post Office in Palo Alto, which was completed in 1933. Many of Birge's designs are in the "Early California" style – his version of the Spanish Colonial Revival style. Birge Clark's architectural contributions to Palo Alto cannot be understated, having designed over four hundred residential and commercial buildings in Palo Alto and the surrounding area.

Birge Clark's autobiography provides the following reminiscence of the Police and Fire Building:

> The Palo Alto Fire and Police Station…had as much of the 'California Colonial' feeling and, as a city building, had a more formal balance of arches and windows. One-half had arches for the fire engines to drive out through whereas the other half, occupied by the police, had the same arches but filed in with windows and tile work.
>
> The design of the firehouse portion of this building was far simpler, with a dormitory on the second floor and two slide-down brass poles, as well as the normal stairway. The other half of the second floor was occupied by the police court and reached only by a long stairway…[the firemen] would not let the architect practice sliding down as they said 'you have to be especially

[25] "Unusual Items for Sale Lure Crowd to Old Fire-Police Building," *Palo Alto Time*s, 11 May 1974. "Old Jail Cells for Sale in Palo Alto Auction," *San Jose Mercury*, 10 May 1974.
[26] Dave Weinstein, *Signature Architects of the San Francisco Bay Area* (Layton, UT: Gibbs Smith, 2006), 70.

> trained or you will break your ankle.' I never could really see that sliding down the pole after they had pulled their clothes on was going to save – at the most – more than ten seconds.[27]

Clark received an Honor Award from the Northern California Chapter of the American Institute of Architects in 1928 for his design of the Police and Fire Building. The decorative ironwork on the building was completed by Herman Bleiber, a craftsman who Clark retained for a number of his designs, including the National Register-listed Norris House at 1247 Cowper Street in Palo Alto.

5. BUILDING CONSTRUCTION CHRONOLOGY

5.1 Development Overview

The building at 450 Bryant Street was designed by Birge Clark in 1926 and was officially dedicated in December 1927 as the Central Police and Fire Building for the City of Palo Alto. A 1950 addition at the north end of the building was designed by Clark's firm, Clark & Stromquist. The firm – at that point Clark, Stromquist & Sandstrom – designed a full renovation of the building interior and cafeteria addition in 1977 to accommodate the Senior Coordinating Council of Palo Alto, which moved in the following year. In 1995, the building underwent structural upgrades and another round of renovations. The lobby was remodeled in 2001, and in 2003, the building's HVAC system was modified and a fire alarm and detection system was installed. More recently, HVAC modifications to the cafeteria area were completed in 2013.

No building permits have been found for the construction of the one-story activity room building at the rear lot line, but Sanborn maps indicate that building may have been part of the earlier City Hall complex. A larger building marked as "storage" appears on the 1924 Sanborn in the general location of the existing building, but by 1949, a smaller reinforced concrete garage had replaced this structure. An undated drawing entitled "Proposed Automobile Sheds" is held in the Birge Clark archives at Stanford. It shows a small rectangular plan garage in the same general location as today's activity room, as well as a larger parking structure to the west. The larger structure also appears the 1949 Sanborn.

Research indicates that the accessory building was used as a garage or carport when the building was in use as the Police and Fire Building. The north wall of the garage – that facing the Police and Fire building – was open, and the structure had room for four vehicles, two in each bay. The structure was later converted for use as a wood shop, and it underwent a second conversion into an activity room for the senior center in 1995. The building appears to retain its original form, but alterations include a full interior refinishing, new windows and doors, and infill of vehicular entrances. The building retains its rectangular plan, stucco cladding, and tile roof.

The following construction chronology provides dates and descriptive information for known alterations undertaken at 450 Bryant Street since original construction. This chronology was compiled from building permit records and other information gathered at the City of Palo Alto's Development Center, as well as from original and alteration plan drawings held onsite. The sections below the Construction Chronology table provide additional information on the more significant construction campaigns in 1950, 1978, and 1995.

[27] Birge Clark, "Unpublished Autobiography of Birge Clark," 26-28. Held in the collection of the Palo Alto Historical Association.

Construction Chronology

Date Permit Issued or Year Completed	Description of Work	Contractor/ Architect	Valuation
1927	"Central Police and Fire House for the City of Palo Alto" completed.	Birge Clark, architect	$53,000
c.1930	Rear carport/garage accessory structure constructed	Birge Clark, architect	
1950	One-story addition to Fire Station. (See details below.)		
1978	Rear cafeteria/dining room addition and full interior renovation for use as senior center. (See details below.)	Clark, Stromquist, & Sandstrom	
1993	Minor interior alterations: new casework installed at reception area to meet ADA requirements; new partition wall 1st floor meeting room (now library); new partition walls added in 2nd story office area, previous walls demolished.	City of Palo Alto	
3/17/1995	Palo Alto Senior Center shop conversion to classroom – rear one-story building (originally a garage/carport) converted for classroom use: new doors and hardware, new A/C unit and water heater; install interior sink, cabinets, and drinking fountain; new closet and furnace area partitions. (See details below.)		
4/6/1995	Structural Upgrades and renovations to senior center. (See details below.)	Baucentrum Architects	
3/2/2001	Remove and replace roof with 5-ply J.M. 5GNC terra cotta color; only where repair is needed.		$60,000
9/18/2001	Lobby & coffee room modifications, new ramp, new suspended ceiling, and coffee room upgrades.	Peterson Architects	$10,000
9/23/2003	Ductwork, hot water reheat piping, direct digital controls for fan coil units; also fire alarm & detection system installed.	Kinetics Mechanical Service, Inc.	$138,700
7/20/2004	Existing classroom – add dishwasher, disposal, water heater & refrigerator. Add upper cabinets & lighting (Int. remodel to existing classroom bldg.)	Oxley Works / David Oxley	
7/11/2007	Install automatic fire sprinkler system.	BFP Fire Protection	
8/1/2007	Install partition wall in basement, relocate electrical (to be used as: two computer labs)	Jeffrey Sultan, P.E.	$25,000
12/22/2007	Replacement of commercial restaurant equipment (like for like) range, oven, sink, refrigeration equipment.	County Restaurant Supply	$40,000
2013	HVAC Modifications – La Comida		

1950 Addition – Clark & Stromquist; Walter Huber, Structural Engineer

A one-story addition designed by Clark and Stromquist was added to the north side of the building in 1950 to provide additional office and vehicular space. The addition contained two office spaces along the north wall and an "Apparatus Room" occupied the remainder of the floor space. Two overhead

vehicular doors were set at the rear wall, and one overhead door opened to Bryant Street on the front elevation. A single-pane glazed pedestrian door provided access from Bryant Street to the interior offices; a brick veneer bulkhead and multi-pane steel sash windows created a partial door surround at this location.

1977 - Clark, Stromquist, & Sandstrom, architects; Artunian-Kinney Associates, Inc., landscape architects

- Elevator installed
- Kitchen and dining room/cafeteria addition to rear of 1950 addition and southwest corner of original building
- Full interior renovation: reconfiguration of all interior spaces, only front central stair remains in original location
- Installation of windows at former fire truck entry doors
- Rear patio/courtyard created and new enclosures installed at parking lot access and alley
- Removal of several original windows on rear elevation
- Installation of new second story exit door and new rear stairway
- Exterior doors and hardware replaced
- Basement egress on east side of building (originally a covered light well) converted to stairwell
- Interior of 1950 addition reconfigured, front entry doors/windows reconfigured, two windows on west elevation infilled, and kitchen access door installed
- Exterior landscape improvements: new paving along Bryant Street and alley; courtyard improvements including new wood trellis and benches, new fountain, paving

1995 – Structural Upgrades and Renovations – Baucentrum Architects

Renovation project consisting of primarily interior improvements to address current seismic code and accessibility requirements. Major alterations included the following:

- New plumbing, mechanical, and electrical work throughout
- New cabinetry in lobby, corkboards, and other improvements in lobby
- Restroom upgrades throughout
- Handrail upgrades at stairs
- Remove west corner stage in dining room
- New signage throughout
- Replacement of existing wood doors, frames, trims, and thresholds, and hardware, with new components compliant with current disabled accessibility requirements (selected locations throughout)
- Replacement of existing metal handrail, pickets, and damaged galvanized metal stair tread at the exterior exit stair from basement to alley
- Removal and replacement of existing clay barrel tiles at roof of 1950 addition for seismic upgrading of roof structure; upon replacement, new tiles inserted to match existing where broken or damaged
- Removal and replacement of existing 4-ply built up roofing system at roof of 1950 addition for seismic upgrading
- Replacement of metal gutters at roof of 1950 addition to match existing
- Replacement of clear glass window at rear elevation (facing courtyard) to accommodate expansion of restroom

Other notes

On the ground floor, the police station side, the central arched bay originally had a multi-pane wood door, which was infilled to match the existing windows on either side prior to 1977 alterations. All three of these window bays appear to have new bulkhead cladding to match that on the other side of the building (where the fire truck entry doors have been infilled).

Cogswell Plaza Alterations

The City of Palo Alto adopted an ordinance in 1974 dedicating the Cogswell Plaza extension – a strip of land immediately adjacent to the north side of the building – as park land. The service road that ran from Bryant Street to the parking area behind the building was removed and the area was provided with minimal landscaping. New walkways were installed to continue the curvilinear nature of the existing park sidewalks, and a small walkway for delivery of kitchen supplied (on foot) was provided from Bryant Street to the kitchen door.[28]

6. EVALUATIVE FRAMEWORK

6.1 California Register of Historical Resources

The California Register of Historical Resources (CRHR) is the authoritative guide to the State's significant historical and archeological resources. It serves to identify, evaluate, register, and protect California's historical resources. The CRHR program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for historic preservation grant funding and affords certain protections under the California Environmental Quality Act (CEQA).

The California Register criteria are modeled on the National Register criteria established by the U.S. Department of the Interior and the National Park Service. An historical resource must be significant at the local, state, or national level under one or more of the following criteria:

1. It is associated with events or patterns of 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, state or the nation.

For a property to qualify under the California Register's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."[29] While a property's significance relates to its role within a specific historic context, its integrity refers to a property's physical

[28] Susan Strahorn, Project Manager, Senior Center. "Proposed Use of the Old Police/Fire Building, 450 Bryant Street, as a Senior Center," 11 February 1977.
[29] National Park Service, *How to Apply the National Register Criteria for Evaluation,* 3, 44.

features and how they relate to its significance. Evaluation for eligibility to the California Register requires an establishment of historic significance before integrity is considered. To determine if a property retains the physical characteristics corresponding to its historic context, the California Register has based its seven aspects of integrity on those established by the National Register of Historic Places:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred.
- *Setting* is the physical environment of a historic property.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.[30]

6.2 Local Criteria

Criteria for Designation

The City of Palo Alto has identified the following criteria, along with the definitions of historic categories and districts in Section 16.49.020 (see below), to be used as criteria for designating additional historic structures/sites or districts to the historic inventory:

1. The structure or site is identified with the lives of historic people or with important events in the city, state or nation;
2. The structure or site is particularly representative of an architectural style or way of life important to the city, state or nation;
3. The structure or site is an example of a type of building which was once common, but is now rare;
4. The structure or site is connected with a business or use which was once common, but is now rare;
5. The architect or building was important;
6. The structure or site contains elements demonstrating outstanding attention to architectural design, detail, materials or craftsmanship.[31]

[30] Ibid, 44-45.

[31] Palo Alto Municipal Code, Chapter 16.49 "Historic Preservation".

Definitions
The City of Palo Alto's Historic Inventory lists noteworthy examples of the work of important individual designers and architectural eras and traditions as well as structures whose background is associated with important events in the history of the city, state, or nation. The Inventory is organized under the following four Categories:

- Category 1: An "Exceptional Building" of pre-eminent national or state importance. These buildings are meritorious works of the best architects, outstanding examples of a specific architectural style, or illustrate stylistic development of architecture in the United States. These buildings have had either no exterior modifications or such minor ones that the overall appearance of the building is in its original character.
- Category 2: A "Major Building" of regional importance. These buildings are meritorious works of the best architects, outstanding examples of an architectural style, or illustrate stylistic development of architecture in the state or region. A major building may have some exterior modifications, but the original character is retained.
- Category 3 or 4: A "Contributing Building" which is a good local example of an architectural style and relates to the character of a neighborhood grouping in scale, materials, proportion or other factors. A contributing building may have had extensive or permanent changes made to the original design, such as inappropriate additions, extensive removal of architectural details, or wooden facades resurfaced in asbestos or stucco.

Unlike the CRHR, the City of Palo Alto does not outline specific aspects of integrity for individual resources.

7. EVALUATION OF SIGNIFICANCE

7.1 Previous Evaluations

The building at 450 Bryant Street has already been evaluated for its historic significance. It is recognized on Palo Alto's Historic Inventory as a Category 2 building. The California Department of Parks and Recreation Historic Resources Inventory forms (DPR forms) for 450 Bryant Street provide the following information:

> Originally the Palo Alto Fire and Police Station, this building has undergone remodeling to serve as a Senior Citizen Center…The most striking feature of the building, the elegant and inventive ironwork of its second floor balconies, will be unaffected by the proposed changes. Only the two-story portion was in the original design. The one-story addition on the west side came later.
>
> Designed by the important architect Birge Clark, the building's iron work shares workmanship with wrought iron designs of the Norris House, whose ironwork craftsman, Herman Bleiber, was a favorite of Clark. For the Senior Center, the interior was redesigned in 1978 by Walter Stromquist, one of Clark's colleagues.[32]

[32] 440-450 Bryant Street, California Department of Parks and Recreation Historic Resources Inventory, prepared by Lydia Moran, 1978.

Though not explicitly stated in the DPR forms, the building is significant as an example of the Spanish Colonial Revival style of architecture, as a work of noted local architect Birge Clark, and for its historical use as an important municipal building. The building is also recognized as a Point of Historical Interest by the State of California. Since the building at 450 Bryant Street is listed in the Palo Alto Historic Inventory, it qualifies as a historic resource per the California Environmental Quality Act.

7.2 Updated Evaluation

California Register of Historical Resources

CRHR Criterion 1 [Association with Significant Events]
The subject property is associated with early municipal development of Palo Alto, and is the only remaining built component of the original civic center complex in the city's downtown. Therefore, the subject property, including the rear accessory building, appears eligible for the CRHR under Criterion 1 at the local level.

CRHR Criterion 2 [Association with Significant Persons]
Though the former Police and Fire Department played a notable role as an important municipal building in Palo Alto, research did not identify an important association with any particular individual. As such, the subject property does not appear eligible for listing on the CRHR under this criterion.

CRHR Criterion 3 [Architectural Significance]
The former Police and Fire Building at 450 Bryant Street is locally significant as an example of the Spanish Colonial Revival style of architecture, and as a work of noted local architect Birge Clark. Though altered on the interior, the exterior of the building retains many characteristic features of the style, including a first-floor arcade, carved rafters exposed at the eaves, clay barrel-tile roofing, stucco wall cladding, steel multi-pane casement windows, and decorative ironwork. Clark designed many buildings in Palo Alto during his career, and received an Honor Award from the Northern California Chapter of the American Institute of Architects in 1928 for his design of the Police and Fire Building. For these reasons, the subject property appears eligible for listing on the CRHR at the local level under this criterion.

CRHR Criterion 4 [Potential to Yield Information]
Criterion 4 is generally applied to archeological resources and evaluation of the property for eligibility under this criterion is beyond the scope of this evaluation.

Palo Alto Historic Inventory

The former Police and Fire building at 450 Bryant Street is listed as a Category 2 resource on the Palo Alto Historic Inventory. Research and evaluation have not identified any information that would negate the building's historic status, so ARG concurs with this designation. Further, research has indicated that the former garage building behind the resource was built around the same time as the main building and was also designed by Birge Clark. It was used by the Police and Fire department as a garage and is associated with the historic function of the building. As such, it should be considered a contributing element to the building's significance.

Period of Significance

The period of significance is the length of time that a property was associated with the important events, activities, or people for which it is significant. This period usually begins with the date of construction. For properties like 450 Bryant Street that are found to be significant for association with historic patterns of development (CRHR Criteria 1), the period of significance is the span of time when the property actively contributed to that development. Likewise, properties that are significant for architectural merit (CRHR Criterion 3) the period of significance is the date of construction and/or the dates of any significant alterations and additions.

The period of significance identified for the building at 450 Bryant Street is 1927-1950. The subject property is significant for association with early municipal development of Palo Alto, and is the only remaining built component of the original civic center complex in the city's downtown. It is also locally significant as an example of the Spanish Colonial Revival style of architecture, and as a work of noted local architect Birge Clark. The 1927-1950 period of significance begins with the date of construction and ends when the building was first altered from its original configuration as a component of the City's original civic center complex.

7.3 Evaluation of Integrity

Integrity is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Integrity involves several aspects including location, design, setting, materials, workmanship, feeling, and association. These aspects closely relate to the building's significance and must be primarily intact for eligibility.

Location

Location is the place where the historic property was constructed or the place where the historic event occurred.

The subject property remains in its original location and therefore retains integrity of location.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property.

Despite additions and alterations over time, the original 1927 building and associated outbuilding retain integrity of design on the exterior of the building only. Overall, they retain their original form and stylistic features from the original design, and many exterior character-defining features are extant. The Main Police and fire building displays the most detail between the two buildings. The building interiors have been extensively remodeled and no original features or design characteristics remain from the original construction. Therefore, the building interiors retain no integrity of design.

Setting

Setting is the physical environment of a historic property, constituting topographic features, vegetation, manmade features, and relationships between buildings or open space.

Though the City Hall building has been demolished and some nearby buildings replaced over time, the general scale and character of the surrounding built environment remains from the building's era of construction. As such, the subject property generally retains integrity of setting.

Materials
Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

The interiors of the original Police and Fire Building and associated outbuilding have lost all integrity of materials due to extensive alteration over time. However, the original building exteriors retain material integrity.

Workmanship
Workmanship is the physical evidence of the crafts of a particular culture, people, or artisan during any given period in history or pre-history.

The main Police and Fire building displays integrity of workmanship through its distinctive ironwork, stucco detailing, and tooled concrete door surround at the former Police Court entrance. To a lesser degree, the accessory building also retains integrity of workmanship through the exposed rafters and wrought iron window grille.

Feeling
Feeling is a property's expression of the aesthetic or historical sense of a particular period of time.

The subject property as a whole expresses its historical character through a number of extant original exterior features and materials, and therefore retains integrity of feeling.

Association
Association is the direct link between an important historic event or person and a historic property.

The property's association with Birge Clark can still be communicated through the Spanish Colonial design qualities that were a hallmark of his architectural style.

7.4 Character-Defining Features
This section identifies the exterior character-defining features of 450 Bryant Street. A character-defining feature is an aspect of a building's design, construction, or detail that is representative of the building's function, type, or architectural style. Generally, character-defining features include specific building systems, architectural ornament, construction details, massing, materials, craftsmanship, site characteristics, and landscaping that were present during the historic period. In order for an important historic resource to retain its significance, its character-defining features must be retained to the greatest extent possible. An understanding of a building's character-defining features is a crucial step in developing a rehabilitation plan that incorporates an appropriate level of restoration, rehabilitation, maintenance, and protection.

The historical significance for the Palo Alto Police and Fire Building is attributed primarily to the quality of design in its original exterior detailing and its design by an important local architect. The building is also significant as an important early municipal building. The character-defining features below correspond with the building's period of significance (1927-1950).

Exterior Character-Defining Features of 450 Bryant Street include:

- Red clay tile roof
- Open eaves with decorative rafter tails
- Two-story height and rectangular form
- Stucco finish and detailing (belt course at second floor and coves, cornices, imposts, etc.)
- Symmetrical façade on Bryant Street
- Arched openings at ground level
- Police Court signage and tooled concrete door surround
- Terra cotta floor tile at Police Court entry
- Ironwork, including balcony railings, grilles, and light fixtures
- Balconies at upper floor
- Multi-pane steel casement windows
- French doors at front balconies
- Minimal eave overhang
- One-story accessory building behind main building (gabled tile roof, stucco cladding, window grille, one-story rectangular plan form – windows/doors not original)

7.5 Summary Significance and Integrity

The former Palo Alto Police and Fire Building at 450 Bryant Street is associated with early municipal development of Palo Alto, and is the only remaining built component of the original civic center complex in the city's downtown. Therefore, the subject property, including the rear accessory building, appears eligible for the CRHR under Criterion 1 at the local level. The property is also significant for the quality of design in its original exterior detailing and for its association with important local architect Birge Clark. As such, it is eligible for listing on the CRHR under Criterion 3 at the local level. Though the building has experienced alteration over time, it retains a sufficient amount of historical integrity to communicate its significance, and the property as a whole qualifies as a historic resource per CEQA.

8. PROPOSED PROJECT DESCRIPTION & SECRETARY'S STANDARDS EVALUATION

8.1 The Secretary of the Interior's Standards for Rehabilitation

The Secretary of the Interior's Standards (the Standards) are a series of concepts developed by the United States Department of the Interior to assist in the continued preservation of a property's historical significance through the preservation of character-defining materials and features. They are intended to guide the appropriate maintenance, repair, and replacement of historic materials, and to direct the design of compatible new additions or alterations to historic buildings. The Standards are used by Federal, state, and local agencies to review both Federal and nonfederal rehabilitation proposals.

In California, properties listed in, or formally determined eligible for listing in, the California Register of Historical Resources or a local historic register qualify as "historical resources" per the California Environmental Quality Act (CEQA) and must be considered in the environmental review process.

(Resources formally determined eligible for, or listed in, the National Register of Historic Places are automatically listed in the California Register of Historical Resources.) In general, a project involving a historical resource that has been determined to comply with the Secretary of the Interior's Standards can be considered a project that will not cause a significant impact on the historic resource per CEQA.

The Standards offer four approaches to the treatment of historic properties—preservation, rehabilitation, restoration, and reconstruction. The Standards for Rehabilitation (codified in 36 CFR 67 for use in the Federal Historic Preservation Tax Incentives program) address the most prevalent treatment. "Rehabilitation" is defined as "the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values."

The ten Rehabilitation Standards are:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and

shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

8.2 Project Description

The following project description was provided by Avenidas, and is dated March 1, 2016:

> The proposed existing building and addition is +/-26,500 square feet. The first level is the largest at +/-11,000 square feet and includes the main lobby, reception, classrooms, a dining room and kitchen and the addition of an atrium lobby. The second floor is +/-9,200 square feet and includes multipurpose rooms, meeting rooms, classrooms and administrative areas. A third floor in the new wing will be +/- 3,300 square feet and will include a fitness room, a small meeting room and an outdoor deck. The circa 1925 shed at the rear (the "Garden Room") will be renovated to house the staff and members of Avenidas Village. The +/- 2,000 s/f basement below the original building will become a theater/small auditorium.
>
> **Historic Preservation**
> The City of Palo Alto's Downtown design guideline recommends that a sense of history be preserved and historic structures be emphasized. The architectural concept of the addition is to significantly maintain the architectural features of the existing historic building by adding an addition at the back of the building, replacing the 1976 dining room with a three story wing and a two story atrium. The design aesthetic of the new addition is contemporary but with elements that relate to the historic building, including a red tile roof and punch windows. The scale and massing of the addition is such that it is in proportion to the existing historic building. The existing rear wall of the historic building will become a prominent feature of the proposed new wing. The main building entry will remain along Bryant Street. No exterior building modifications are proposed to the other three sides of the existing building. Participants will enter the rear of the building into a lobby/reception that will look out into the remaining courtyard. With the remodeling of the interior space, the circulation and way finding throughout the facility will be improved. No historic interior features remain after previous interior renovations.
>
> The renovated building will have less office space than it presently does. Except for a few staff who interact directly and daily with participants and guests, staff will be consolidated into part of the second floor in open space configured with workstations, a few private offices and shared huddle rooms. We do not expect that more staff will be required as a result of the building expansion.
>
> Interior renovations are being designed to make the space feel open and inviting. We want visitors to be able to walk through the building and see what is going on and be enticed to join in. Small spaces will be combined into larger spaces. We also want pedestrians walking by on the Bryant Street sidewalk to be able to look in and see what's going on. Foundation landscape will

be replaced with low-scale plantings and there will be larger and more active multi-purpose rooms flanking the front entrance.

Per the proposed plan drawings, the rear accessory building will be retained. The previously altered interior and north façade will be remodeled. On the north elevation, the existing windows will be demolished and replaced by folding doors and the existing doors will be removed and replaced. All other exterior elevations will remain unaltered and the existing stucco finish will be maintained. Interior alterations include creation of a new office area with four workstations and a reception/meeting area.

8.3 Assessment for Conformance with the Secretary's Standards

This section provides an analysis of the project drawings prepared by Kenneth Rodrigues & Partners, Inc. and dated March 16, 2016 and the proposed project's compliance with the Secretary of the Interior's *Standards for Rehabilitation*.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The proposed continued use of the building as a facility for seniors requires minimal change to the character defining features of the building. New construction is focused in areas of prior alteration thereby minimizing removal of historic windows, wall finishes, and other design details. Further, the most extensive alterations to the existing building will occur on the building interior, which no longer retains any original features, materials, or spatial relationships. As such, the proposed project is compliant with this Standard.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The proposed rehabilitation of the interiors of each building on site will not affect any significant interior spaces or spatial relationships. Prior building campaigns have fully removed and/or altered all interior spaces, and no original fabric remains.

The proposed new addition attaches to the rear elevation of the existing Police and Fire building in an area that has been previously altered. The proposed addition will retain, to the greatest extent possible, the exterior walls of the original building, and much of this wall surface will remain exposed and visible within the new addition. The proposed project maintains the majority of the remaining multi-pane steel sash windows that remain on the rear elevation in place. Only one original window will be removed and infilled. The courtyard space behind the main building is not a character-defining feature of the complex, so new construction in this area will not affect a significant feature or spatial relationship. No alterations are proposed for the front or side elevations of the principal building that will affect historic features or materials. Further, the one-story accessory building will remain in place and will be rehabilitated for continued use by Avenidas.

Overall, the proposed project retains the historic character of the original buildings and is compliant with this Standard.

3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The proposed new construction is modern in design and does not attempt to create a false sense of historical development. New construction will be distinguishable from old and no architectural elements from other buildings are proposed for use in the new design. As such, the proposed project is compliant with this Standard.

4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.

The period of significance 1927-1950 for 450 Bryant Street begins with the date of construction and ends when the building was first altered from its original configuration as a component of the City's original civic center complex. Research did not indicate that later changes to the building, namely the later additions, have acquired significance in their own right over time. Therefore, the demolition of the 1970s cafeteria addition for replacement with a new addition would not impact a historic portion of the building and is compliant with this Standard.

5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The proposed rear addition preserves the majority of the Police and Fire building's distinctive features and finishes, the most significant of which are located on the front elevation of the building. The proposed project also maintains, in large part, the features and finishes of the rear accessory building behind the main structure. Though the previously altered primary (northeast) elevation will be reconfigured to meet programmatic needs, the remaining elevations will be unaltered, with finishes and features preserved. As such, the proposed project is compliant with this Standard.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

No deteriorated features are proposed for replacement as part of this project. As such, this Standard does not apply.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

The proposed plan drawings do not indicate the use of chemical or physical treatments. As such, this Standard does not apply.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

An archeological evaluation is beyond the scope of this analysis. However, should materials be found during the demolition or construction process, a qualified archeologist should be consulted for assessment and mitigation recommendations.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The new addition to the existing Police and Fire building will remove a non-historic addition and exterior stair. It will attach to the existing building in an area that has received more alteration than any other portion of the building to date, and is therefore appropriately placed. The proposed project will also remove non-historic courtyard walls, gates, and courtyard elements; these changes will not destroy historic materials, features, or spatial relationships that characterize the property.

The historic materials, features, size, scale, proportion, and massing of the new addition are compatible with that of the historic Police and Fire Building. The new building attaches to the old with a glazed hyphen connector that is set back from each of the side elevations. This serves to provide a visual delineation between the original building envelope and that of the addition. Proposed materials for the new addition include flat clay roofing tiles, smooth limestone tiles for exterior cladding, precast concrete trim, aluminum glazing mullions, and decorative metal panels. These modern materials will be compatible with the color, finish, and quality of the existing stucco cladding, tile roof, and steel sash windows of the existing building, but will clearly differentiate new construction from old. The new design references the proportions and horizontal datum points of the existing building through stringcourse details and continuous floor heights. Punched window openings in the new design also serve to reference the original building, and are similar in size and scale, yet differentiated through materials and design. Though the addition is one-story taller than the original building, its varied massing and placement at the rear of the building result in an addition that does not visually or physically overpower the existing resource.

No historic landscape features remain from the original design; as such, the proposed new landscape elements do not destroy historic materials or features that characterize the property.

For the reasons discussed above, the project is compliant with this Standard.

10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

As discussed previously, the new addition to the existing Police and Fire building will remove a non-historic addition and exterior stair. It will attach to the existing building in an area that has received more alteration than any other portion of the building to date, and is therefore appropriately placed. The new addition also does not attach to the one-story accessory structure at the rear of the building. IN the unlikely event that the proposed new addition is removed in the future, the essential form and integrity of the historic property and its environment would remain intact.

In summary, ARG has reviewed the proposed project and finds it to be compliant with the Secretary of the Interior's Standards for Rehabilitation.

8.4 Recommendations

- Where new construction is adjacent to or abuts historic fabric, care should be taken to protect historic materials and features from damage through careful removal, storage, and reinstallation; alternately, materials and features should be protected in place throughout the period of construction. Preparation of a construction preparation plan by a qualified preservation consultant is recommended; this would be appended to the final set of construction documents for reference in the field.
- New material color selections should be verified in the field with actual material samples placed adjacent to historic fabric where they will be permanently placed. Printed materials should not be used for this purpose. Material location and sun orientation should be taken into consideration when making selections.
- Modern material finishes should not attempt to emulate existing historic materials, patterns, or finishes. Rather, selections should be similar, within the same color, hue, or tonal family, but not an exact duplicate.
- To ensure that the final material choices are compliant with the Secretary's Standards, development of a materials selection guide is recommended. This guide would outline parameters for materials selection in the field and should be prepared by a qualified preservation consultant.

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Appendix A: Existing Conditions Photographs of 450 Bryant Street

450 Bryant Street • Palo Alto, CA
Historic Resource Evaluation
Architectural Resources Group

Exterior

Exterior of original building, Bryant Street elevation, view looking southwest
(Architectural Resources Group, May/June 2014)

Bryant Street elevation with 1950 addition, view looking south
(Architectural Resources Group, May/June 2014)

Bryant Street elevation with 1950 addition, view looking southeast
(Architectural Resources Group, May/June 2014)

West elevation, view looking generally south
(Architectural Resources Group, May/June 2014)

1978 dining room addition from rear parking lot, view looking northeast
(Architectural Resources Group, May/June 2014)

View into rear courtyard from parking lot
(Architectural Resources Group, May/June 2014)

Rear view of activity room building (former garage), view looking north
(Architectural Resources Group, May/June 2014)

East elevations of original building and rear activity room building along alley
(Architectural Resources Group, May/June 2014)

East elevation original building, view looking generally southwest
(Architectural Resources Group, May/June 2014)

450 Bryant Street main entrance at former Fire Department entry
(Architectural Resources Group, May/June 2014)

Former Fire Department entrance infill detail
(Architectural Resources Group, May/June 2014)

Detail of Police Court entrance
(Architectural Resources Group, May/June 2014)

Exterior, detail of balcony, wrought iron work, and eave details
(Architectural Resources Group, May/June 2014)

Detail of existing Bryant Street entrance to 1950 addition
(Architectural Resources Group, May/June 2014)

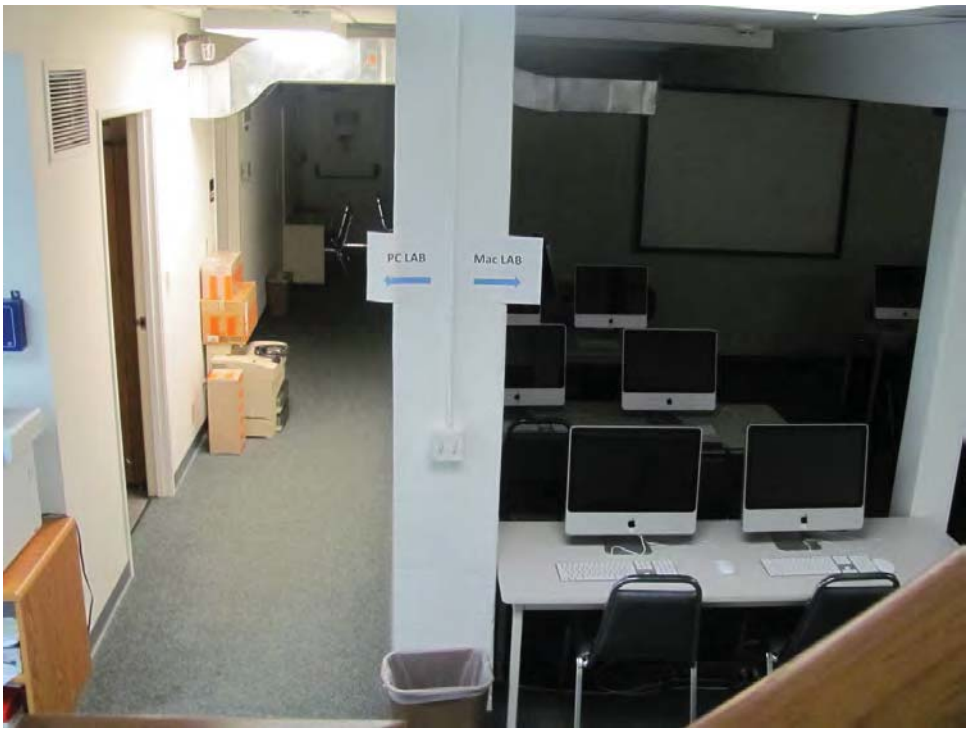
Exterior courtyard, view looking west
(Architectural Resources Group, May/June 2014)

Courtyard fountain and exterior stair, added in 1978
(Architectural Resources Group, May/June 2014)

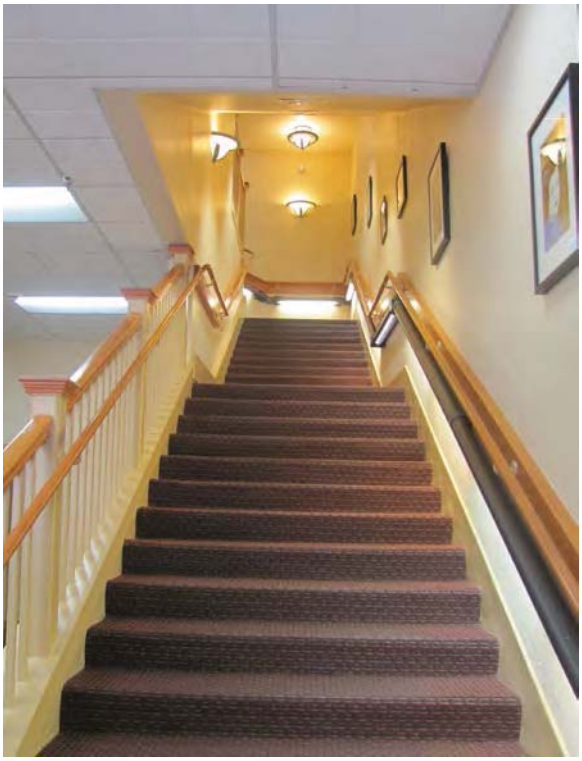
Courtyard trellis work and plantings
(Architectural Resources Group, May/June 2014)

Courtyard and activity room (former garage/carport) at right
(Architectural Resources Group, May/June 2014)

Interior



Basement overview, taken from stair
(Architectural Resources Group, May/June 2014)



Basement stair, looking up
(Architectural Resources Group, May/June 2014)

Photo composite overview of 1st floor office area (former Police Department quarters), taken from stair
(Architectural Resources Group, May/June 2014)

1st floor office area (former Police Department quarters), looking toward stair
(Architectural Resources Group, May/June 2014)

1st floor rear corridor (former Police Department quarters, detention areas), looking toward alley exit door
(Architectural Resources Group, May/June 2014)

1st floor lobby area (former Fire Department quarters), taken from main entry
(Architectural Resources Group, May/June 2014)

Office areas in 1950 addition
(Architectural Resources Group, May/June 2014)

1978 dining room addition interior
(Architectural Resources Group, May/June 2014)

2nd floor lobby at top of stair
(Architectural Resources Group, May/June 2014)

2nd floor conference room (photo composite) in area of former Police Department squad room and bedroom
(Architectural Resources Group, May/June 2014)

2nd floor activity room, in area of former Fire Department dormitory
(Architectural Resources Group, May/June 2014)

2nd floor corridor, in area of former Fire Department kitchen/toilet and washrooms
(Architectural Resources Group, May/June 2014)

2nd floor corridor, in area of former Fire Department lounge room and offices, looking toward rear of building
(Architectural Resources Group, May/June 2014)

2nd floor rear corridor, in area of former Fire Department lounge room and offices, looking west
(Architectural Resources Group, May/June 2014)

Appendix B: Historic Photographs of 450 Bryant Street

450 Bryant Street • Palo Alto, CA
Historic Resource Evaluation
Architectural Resources Group

Palo Alto Fire/Police building, 450 Bryant Street, c. 1927
(Source: Palo Alto Historical Association)

Police-Fire Building, date unknown
(Source: Palo Alto Historical Association)

Police Court, c. 1938
(Source: Palo Alto Historical Association)

450 Bryant Street, c. 1931
(Source: *The Architectural Forum*, November 1931, Palo Alto Historical Association)

Palo Alto fire trucks in front of the Fire Department, 1933
(Source: Palo Alto Historical Association)

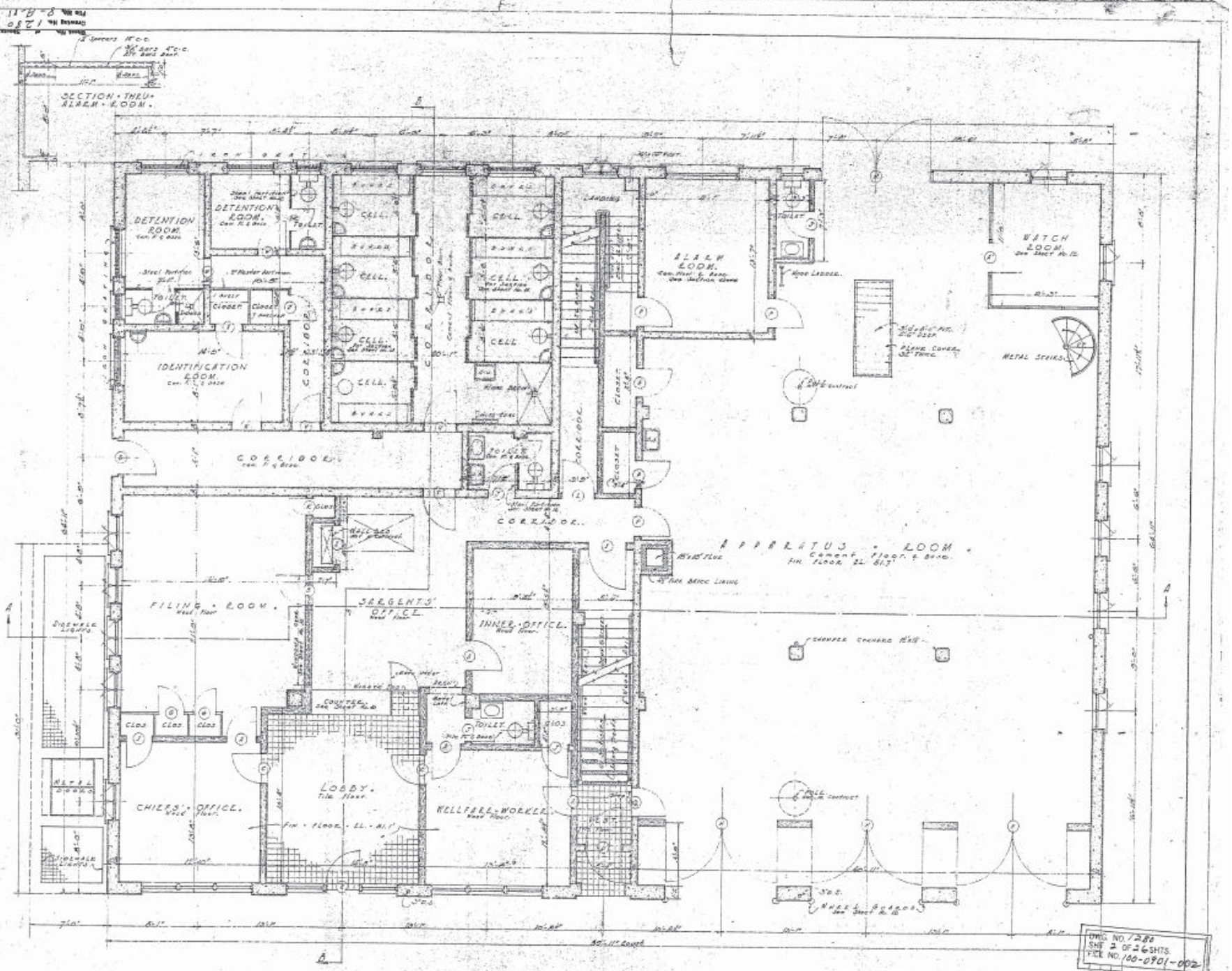
Palo Alto Fire Department Ladies Auxiliary, c. 1930s
(Source: Palo Alto Historical Association)

A Vietnam War protest outside the Palo Alto Police Department, Bryant Street, 1968
(Source: Palo Alto Historical Association)

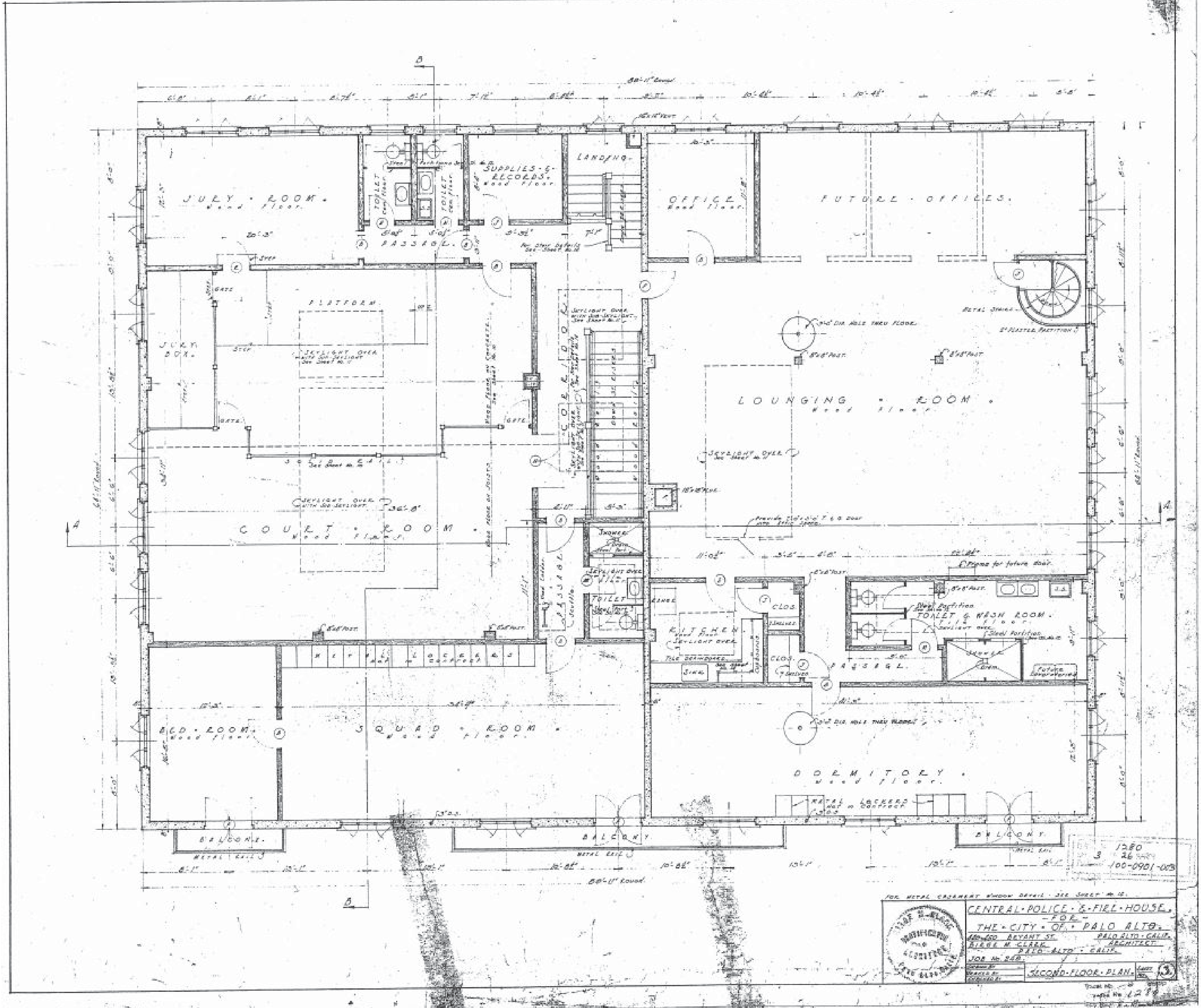
A Vietnam War protest outside the Palo Alto Police Department, Bryant Street, 1968
(Source: Palo Alto Historical Association)

450 Bryant preparing for construction
(Source: *Senior Adult News*, October 1976, Palo Alto Historical Association)

Appendix C: Original Plan Drawings



CENTRAL · POLICE · & · FIRE · HOUSE
FOR
THE · CITY · OF · PALO ALTO.
100 AND BRYANT ST. PALO ALTO · CALIF.
BIGGS H. CLARK
ARCHITECT.
PALO ALTO · CALIF.
JOB NO. 1280
DRAWN BY
TRACED BY
CHECKED BY
FIRST · FLOOR · PLAN.
SHEET NO. 2


JURY · ROOM
Wood floor
TOILET
TOILET
SUPPLIES · & · RECORDS
Wood floor
LANDING
OFFICE
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FUTURE · OFFICES
PASSAGE
PLATFORM
JURY BOX
SKYLIGHT OVER
CORRIDOR
METAL STAIRS
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LOUNGING · ROOM
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COURT · ROOM
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SHOWER
PASSAGE
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KITCHEN
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SQUAD · ROOM
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DORMITORY
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METAL RAIL
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26
100-0901-003
FOR METAL CASEMENT WINDOW DETAIL · SEE SHEET No. 12.
CENTRAL · POLICE · & · FIRE · HOUSE
- FOR -
THE · CITY · OF · PALO ALTO.
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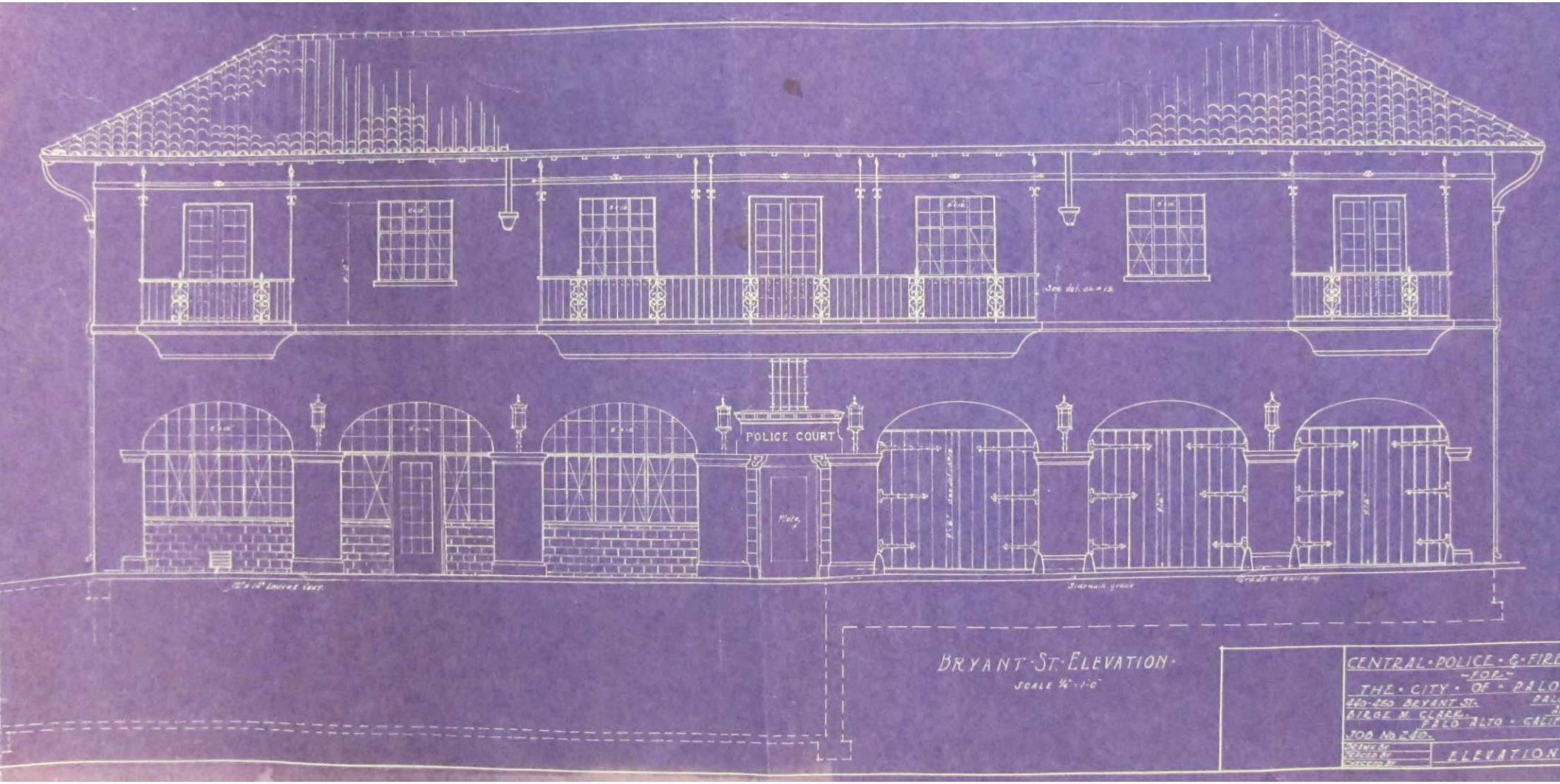
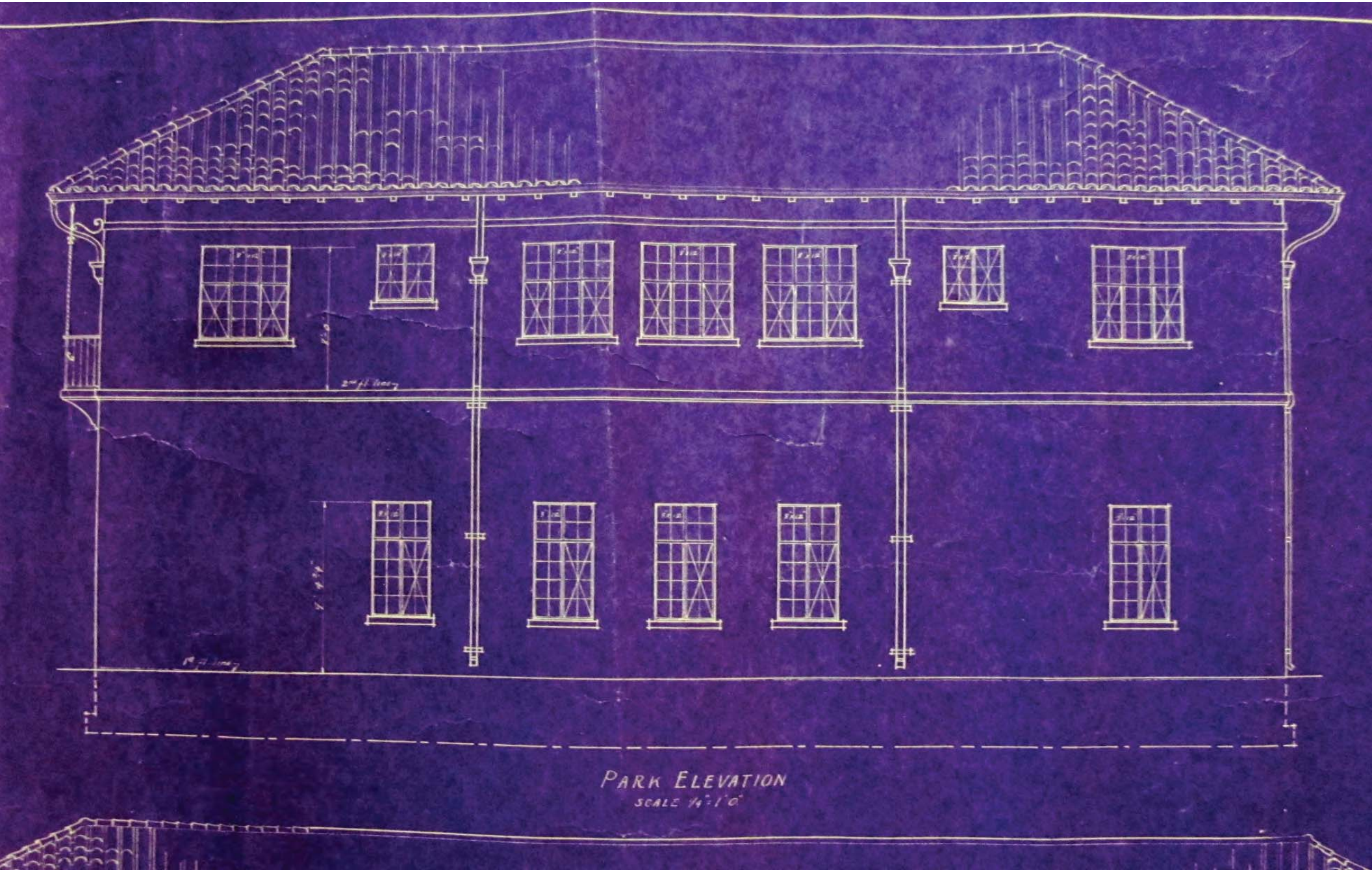
SECOND · FLOOR · PLAN.
3



BRYANT ST. ELEVATION.
SCALE ¼"-1'0"

CENTRAL · POLICE · & · FIRE
-FOR-
THE · CITY · OF · PALO
440-450 BRYANT ST. PAL
BIRGE M. CLARK. A
PALO ALTO · CALIF
JOB No. 240.
DRAWN BY
TRACED BY
CHECKED BY
ELEVATION



PARK ELEVATION

SCALE ¼" : 1'-0"


Steel bars
Steel bars
Steel bars
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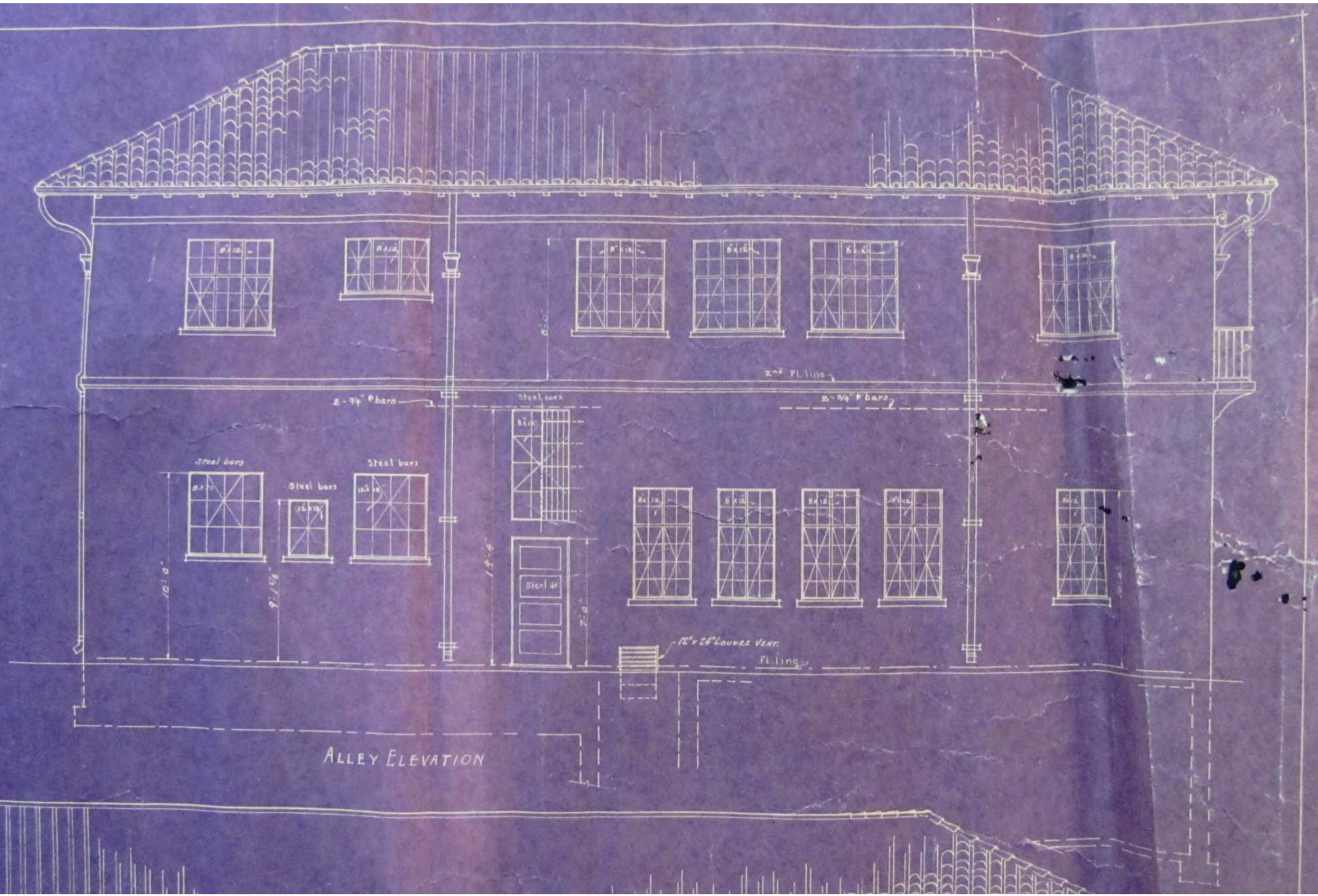
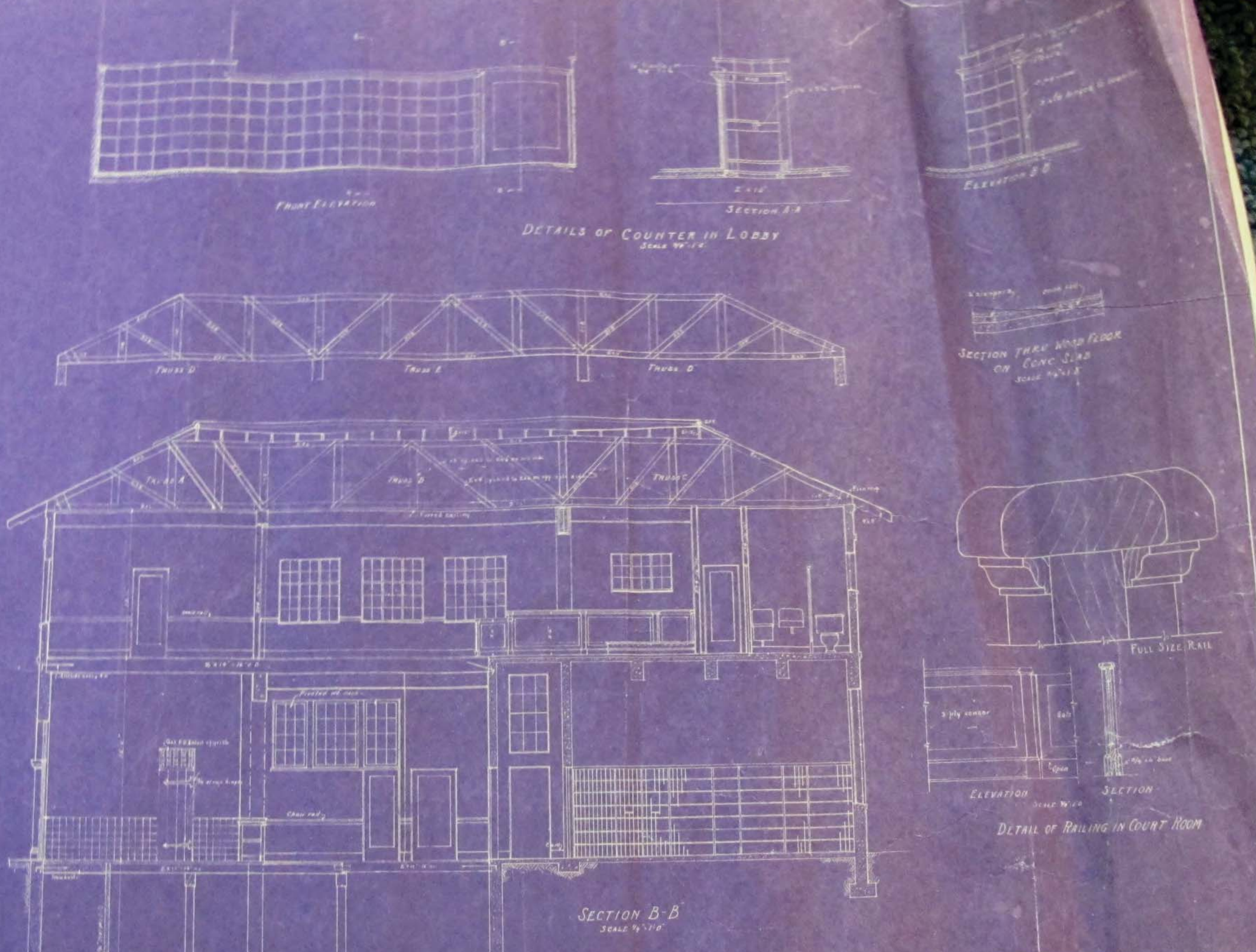
Steel bars
Steel bars
REAR ELEVATION
CENTRAL POLICE STATION
FOR
THE CITY OF PALO ALTO
ELEVATIONS



ALLEY ELEVATION



CENTRAL · POLICE · & · FIRE · HOUSE ·
· FOR ·
THE · CITY · OF · PALO ALTO ·
450 BRYANT ST. PALO ALTO · CALIF.
BIRGE M. CLARK ARCHITECT.
PALO ALTO · CALIF.
JOB No 249.

Drawn by
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Checked by

CROSS · SECTION · Sheet No. 10

APPENDIX B

Focused Traffic Impact Study Memorandum

FEHR PEERS

MEMORANDUM

Date:	October 16, 2014
To:	Avenidas Facility Task Force
From:	Robert Eckols and Sarah Thomas, Fehr & Peers
Subject:	**Focused Traffic Impact Study**

SJ14-1521

INTRODUCTION

Avenidas is planning to modernize and expand their existing facility located at 450 Bryant Street. The expansion would add 5,000 square feet of program space to the existing 18,000 square foot building. The modernization and expansion will support a 60 percent increase in the space used day programs at the center. As part of this expansion, the City of Palo Alto has requested that Avenidas prepare a focused transportation impact study to determine any impacts the proposed project may have on the surrounding transportation network.

DATA COLLECTION

Due to the unique characteristics of the Avenidas activities, Fehr & Peers conducted a survey of patrons, instructors, and staff. Survey forms were created to track the travel characteristics of each person entering Avenidas on a given day. The data collection was performed by Avenidas volunteers with training and oversight provided by Fehr & Peers staff. These surveys recorded the time of arrival, mode of travel, parking location (if applicable), and expected time of departure. The surveys were administered by Avenidas volunteers on September 18th and September 23rd, 2014 for the entire hours of operation (approximately 8:30 AM – 5:00 PM). The surveys included Avenidas staff and instructors as well as the daily visitors. Avenidas volunteers also recorded the number of parking spaces that were occupied in the Avenidas parking lot hourly on the same days that the survey was performed. The data was provided to Fehr & Peers for analysis.

SURVEY RESULTS

After tabulating the results for the surveys, various conclusions could be drawn from the collected data. **Table 1** shows the number of surveys, number of refusals, and total number of people at Avenidas on each day.

TABLE 1 – SURVEY SUMMARY BY DAY

Date	Number of Surveys	Number of Refusals	Total People at Avenidas
Thursday, September 18, 2014	319	20	339
Tuesday, September 23, 2014	368	21	389

To provide a conservative summary of potential impacts associated with the expansion of the Avenidas facility, data from September 23rd represents the worst case travel conditions since this survey date showed a the highest level of activity on the site.

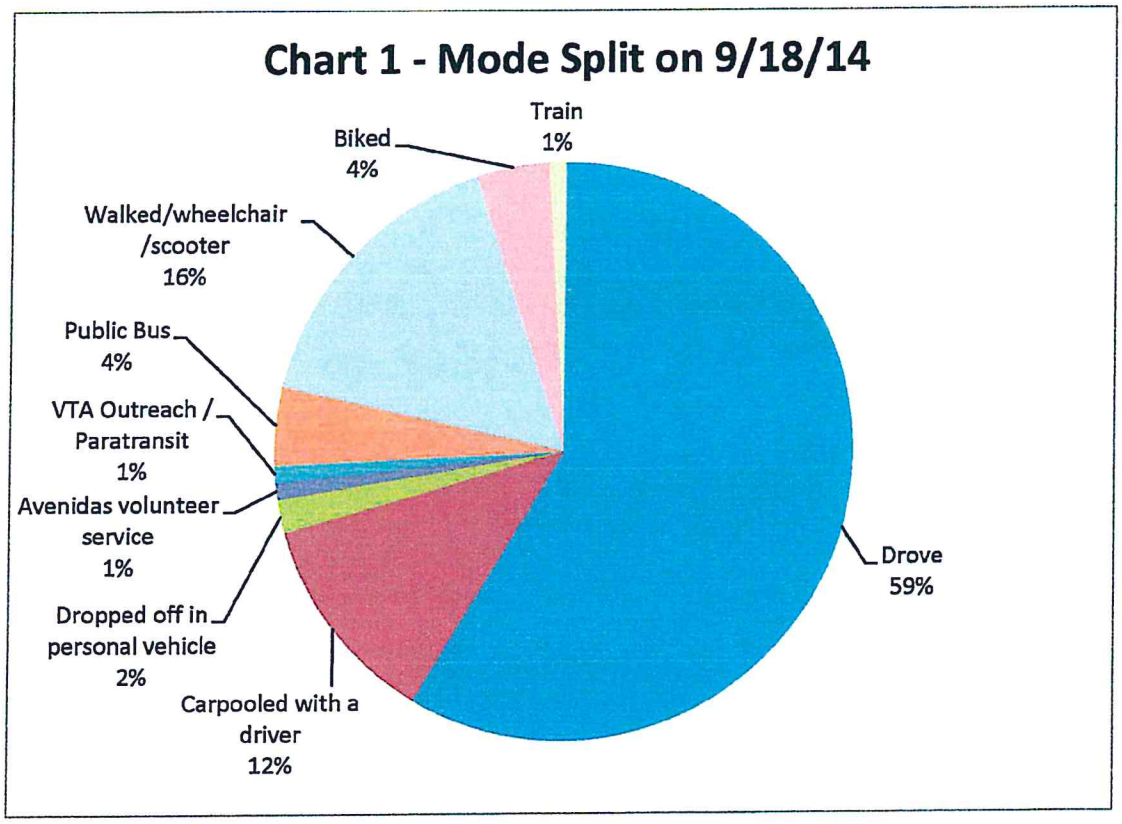
MODE SPLIT

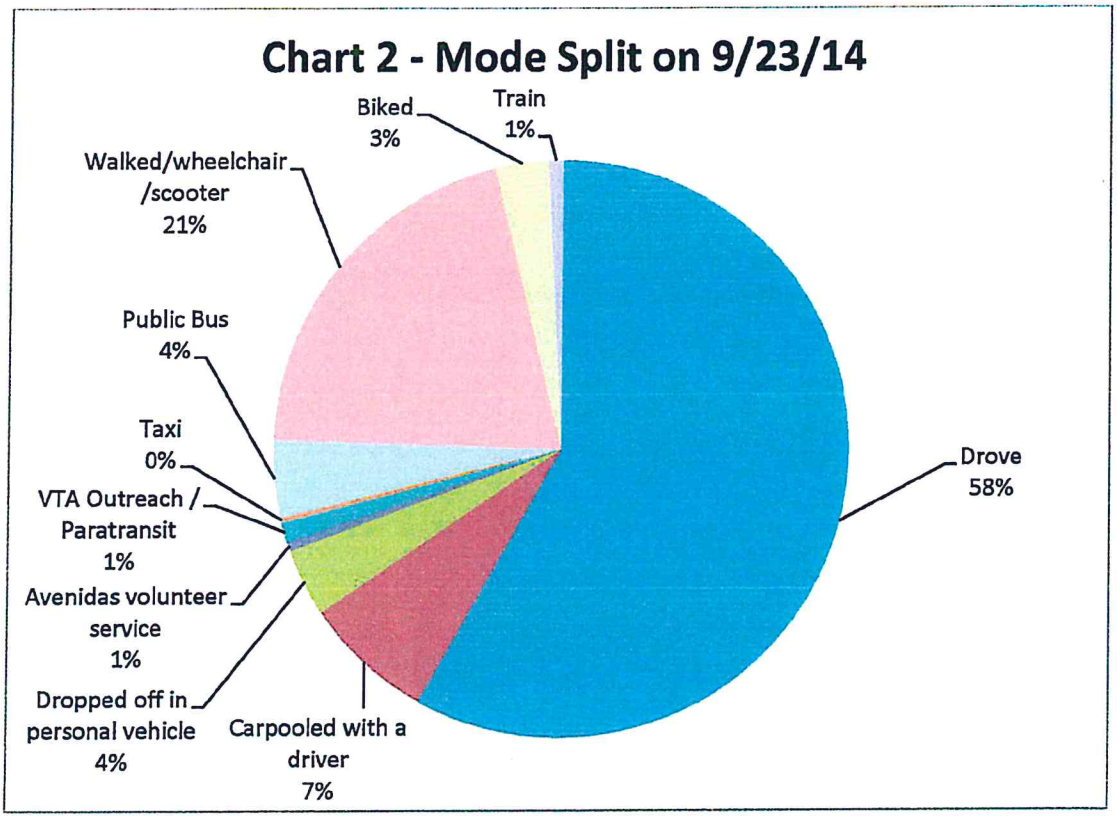
Mode split is defined as the percentage of people using a particular mode of travel – such as driving, walking, or transit – to travel to the facility. The mode of travel to Avenidas was recorded for each person entering the facility. It was assumed that people would leave the facility using the same mode by which they arrived. **Chart 1** gives the mode split for people arriving at Avenidas on September 18th, 2014. **Chart 2** gives the mode split for people arriving at Avenidas on September 23rd, 2014.

Based on the survey results, 58 percent of persons arriving at Avenidas drove a car to the facility – either alone or in a carpool. An additional 4 percent were dropped off by a personal vehicle. Of the remaining 38 percent of the persons on-site, 7 percent arrived as a passenger in a carpool, 24 percent walk or bike, and 7 percent use a public transit or shuttle services. **Table 2** shows the mode choice for each survey day.

TABLE 2 – MODE SPLIT BY DAY

Date	Drove Auto	Dropped off by Auto	Carpool Passenger	Walk	Bike	Transit or Shuttles	Total
September 18	59%	2%	12%	16%	4%	7%	100%
September 23	58%	4%	7%	21%	3%	7%	100%

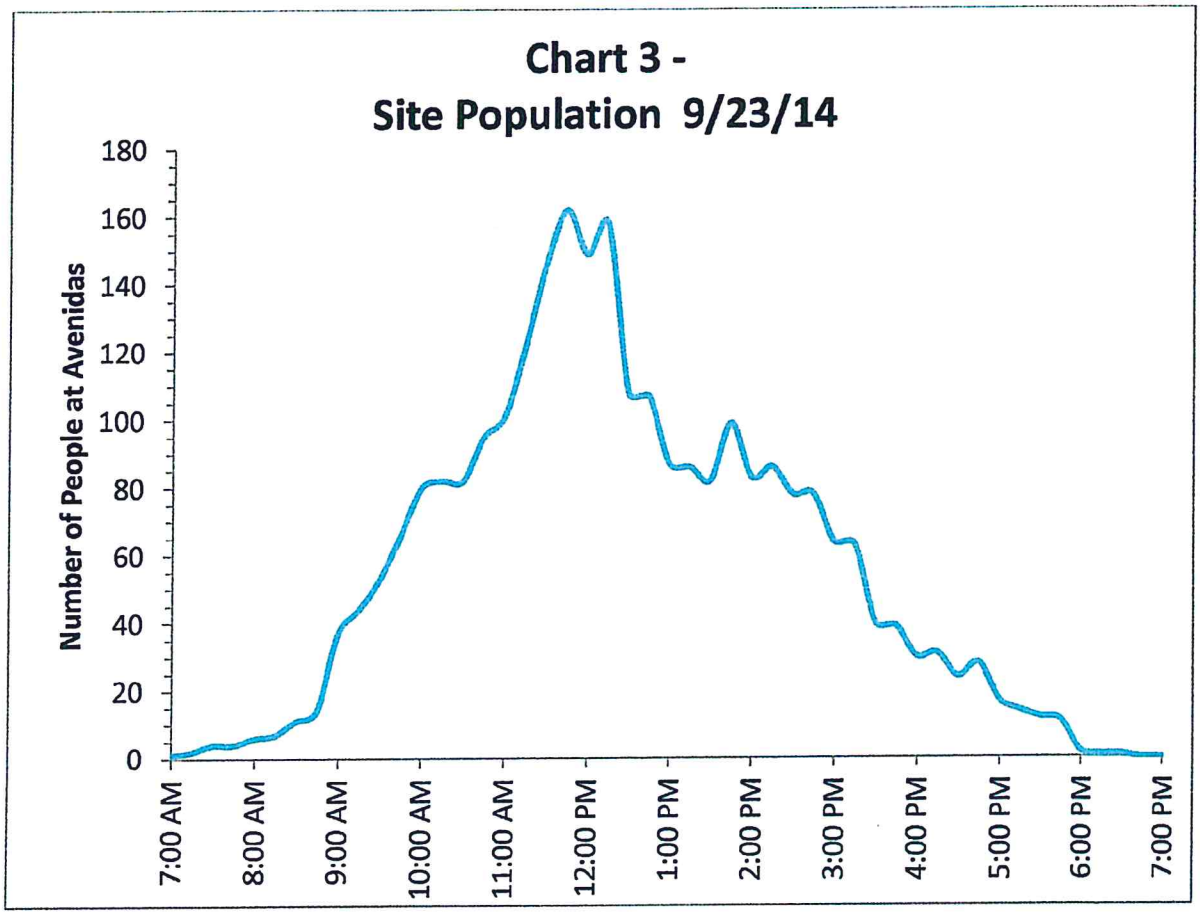




SITE POPULATION

The site population of Avenidas at a given time during the day was calculated using the arrival and estimated departure times collected by the surveyors. **Chart 3** shows the site population on September 23rd, 2014 in 15-minute intervals between 7:00 AM and 7:00 PM.

The site population peaks midday, which is consistent with the observed spike in activity related to the La Comida lunch service located at Avenidas. 11:45 AM has the highest site population, with an estimated 162 people on site. Again, the site population is an estimate of the number of people based the approximate departure times which were collected by the surveyors within +/- 15 minutes.



During the typical morning street peak period between 7:00 and 9:00 AM, site population peaks at 8:45 AM with 14 people. During the typical evening street peak period between 4:00 and 6:00 PM, site population peaks at 4:45 PM with 28 people. This demonstrates that most of the activity occurs outside the peak traffic periods on the adjacent roadways.

CHANGES DUE TO EXPANSION

Under the expansion, Avenidas would see a 60 percent increase in square footage used for programs in the facility. This growth rate was applied to the number of arrivals during the morning peak period and to the number of departures during the evening peak period in order to determine the increase in vehicular traffic as a result of the expansion to the facility. **Table 3** details the trips that will be generated by the future expansion of Avenidas.

Between 7:00 and 9:00 AM, 14 people arrive at Avenidas. Using the mode split collected by the surveyors, eight of these people arrived by car. Assuming the mode split stays the same in the future, and using the 60 percent growth rate, there would be five additional trips in the morning peak period as a result of the expansion.

TABLE 3 – FUTURE TRIP GENERATION

Peak Period	Existing Trips		Future Trips		
	Total	By Car	Total	By Car	Net New Vehicle Trips
7-9 AM	14	8	23	13	**+5**
4-6 PM	40	23	64	37	**+14**

Between 4:00 and 6:00 PM, 40 people depart Avenidas. Using the mode split collected by the surveyors, 23 of these people departed by car. Assuming the mode split stays the same in the future, and using the 60 percent growth rate, there would be 14 additional trips in the morning peak period as a result of the expansion.

CONCLUSIONS

To prepare for the addition of 5,000 square feet to the existing 18,000 square foot facility, Avenidas performed a survey of all participants, staff, and volunteers entering the facility in order to collect data regarding their travel and parking characteristics. The responses were tabulated and it was found that only 58 percent of people arriving at Avenidas drove their car to the facility, and many of these drivers arrived outside of the morning and evening peak periods. In all, the Avenidas expansion project would add approximately five new vehicle trips during the AM peak period (7-9 AM) and 14 new vehicle trips during the PM peak period (4-6 PM). As such, the expansion would not negatively impact the traffic operations of the surrounding roadway network.

Avenidas is located in the Downtown Parking Assessment District. As a result, future parking requirements as a result of the expansion will be determined by the City of Palo Alto.

Avenidas
TOOLS FOR POSITIVE AGING

Transportation Demand Management Strategies
March 2016

Introduction

Avenidas is planning to remodel and expand its center at 450 Bryant Street in downtown Palo Alto in order to meet growing demand for its services and to update the aging 1926 building. The project, which will add 8,129 square feet, must fulfill a parking requirement of 33 parking spaces. Avenidas leases the building from the City of Palo Alto. Its leasehold interest covers only two building and a small interior courtyard; there is no land on which to build parking spaces. For this reason, Avenidas will be satisfying the parking requirement by paying an in-lieu fee of approximately $1,980,000.

However, Avenidas understands that the community is unhappy with the increased traffic and scarcity of parking spaces in the downtown. The organization, a community-based nonprofit, is making every effort to design a project that will be broadly supported by the community, and this extends to the impact that the project will have on traffic and parking. Avenidas also recognizes that transportation-related issues and needs are among the most often mentioned topics by its older adult clients and staff and for years has been offering programs to help older adults get around town without driving their own cars.

This memorandum describes the current situation and Avenidas' efforts to increase the number of nearby parking spaces. It also outlines Avenidas' plan to increase options for seniors to access the Avenidas Center at 450 Bryant Street, while simultaneously helping to mitigate ongoing parking and transportation issues in the downtown area. Highlighted are the many efforts that Avenidas is already making to give older adults alternative transportation choices. Avenidas aims to be a role model for how downtown companies and organizations can play a pivotal role in helping the City to address its transportation challenges while simultaneously upholding their missions to provide the best possible service to their clients and customers.

Current Situation

Avenidas is a multi-service senior services organization supporting older adults in the community who are aging in place in their own homes and familiar neighborhoods. Most of Avenidas' operations have been located at 450 Bryant Street in downtown Palo Alto since 1976. The Center is open weekdays 9-5. People attending classes and visiting the Bryant Street Center make their own travel arrangements and come and go independently. At present, about 360 people come to the Center each day, most for an hour or two. For those who drive their own cars, permit parking is available behind the building in 25 spaces available exclusively for Avenidas participants weekdays 9-5 or in the parking garage across the street, other city lots, or on the street.

There are 24 employees at the Center (a number which is not expected to increase when the building is expanded). Those who drive their own cars have permits to park in City garages and parking lots. In September 2014, Fehr & Peers conducted a focused traffic impact study and surveyed clients, instructors, and staff to determine travel characteristics of each person entering the Bryant Street Center over a two-day period. The survey results showed that a substantial number of visitors do not drive their own cars. Specifically, while 58% of trips to the Center were by car, 42% did not drive and had no need to park. These visitors walked (19%), carpooled (10%), used transit or shuttles (7%), were dropped off (3%) or rode their bike (3%).

Trips to Avenidas peak during the lunch hour and have negligible effect on commute traffic because the Center is open only from 9-5. Almost one-half of drivers find parking in the permitted spaces in the rear lot. The full report is attached.

Some of those who are dropped off take advantage of Avenidas' *Door-to-Door* transportation program. Avenidas currently provides over 4,200 rides a year to Palo Alto older adult residents. Transportation is provided through volunteer drivers and cars providing escorted rides though the *Door-to-Door* volunteer transportation program totaling 4,000 rides per year, and escorted rides through the *Avenidas Village* program providing another 200 rides per year.

The Project

The Avenidas Center at 450 Bryant Street is already operating over capacity and demand for its services continues to increase as the older adult population grows from about 33% of all residents today to nearly 50% by 2030. Compounding the problem is the aging building which was built in 1927 and never modernized.

The proposed project will about double program space by renovating the interior to make it more efficient and functional and by adding a net new 8,129 square feet in an addition at the rear. The larger capacity will make it possible for an estimated 360 more visitors each day. Because many do not drive their own cars, it can be estimated that there will initially be about 200 more trips to the Center each weekday. On average, participants visit the Center for 1-2 hours.

Efforts to Add Parking Spaces

While the parking requirement of its Center expansion project will be met with parking-in-lieu fee, Avenidas has explored opportunities to increase the number of parking spaces which could be used by its Center visitors and the public.

Avenidas' general contractor, Vance Brown Builders (VBI) suggested installing mechanical parking on the top level of the Bryant Street parking garage. VBI has installed mechanical or lift parking in private underground garages in the area and knows that this type of parking solution is economical and practical. Avenidas suggested that the City explore the possibility of adding mechanical parking in the garage and offered to require its employees to be trained on the equipment and to use these

spaces. The Department of Public Works decided to not pursue this because the garage is already at the City's 50 foot height maximum.

Avenidas also proposed that the City re-build the rear lot, adding additional spaces underground. The Department of Public Works engaged Watry Design, Inc. to develop preliminary drawings and a cost estimate for multi-level parking below the existing street level spaces. Watry concluded that it would be necessary to build two underground levels to increase the number of existing spaces (51), by 24. The cost to do this of over $80,000 per space proved to be prohibitive.

Plans to Further Reduce Single Occupant Vehicle Trips to the Center

Avenidas is developing and implementing plans to further reduce the number of single driver car trips to the Center 20% by 2025.

1. Expand *Door to Door* by continuing to recruit volunteer drivers and promote the service (though demand already exceeds the capacity of the program). If funding could be found, discount the cost of rides to/from the Center. *Ongoing.*

2. Continue facilitating dialogue about the City's free shuttle service to encourage service changes that benefit older adults (adding shuttle stops, remote parking locations, such as at vacant church lots, and particularly focusing on trips from South Palo Alto to downtown) and to promote the service. *Ongoing.*

3. Improve marketing and promotion of informal ride sharing and other service sharing programs such as LinkAges, Palo Alto Medical Foundation's innovative time-banking program. (http://innovation.pamf.org/linkages) *Ongoing.*

4. Engage with the community to explore and develop alternative transportation options. Current examples of this work include ongoing conversations with Palo Alto Forward and the development of a potential Transportation "Hack a Thon" in partnership with Aging 2.0. Avenidas will also promote bike-riding, offer bike safety classes, and work with the City to offer subsidies to those who buy electric trikes. There are plans in development to have demo trikes available on site. *Ongoing.*

5. Explore with Home Care agencies, which already provide significant numbers of rides to older adults, ways to increase the availability of these services. *Ongoing.*

6. Partner with the ride-sharing company Uber to offer rides to seniors at discounted prices. If this partnership is successful, reach out to other new transportation providers such as Lyft and SideCar to encourage the development of customized features of their services for use by older adults. *In development.*

7. Engage Avenidas participants in a campaign designed to promote transportation alternatives. This effort would include survey efforts to learn better why citizens choose to drive. Avenidas' *Door-to-Door* ride program believes part of the answer is the desire to do more

than one errand, and go to more than one place when they leave their homes. Improved understanding of the type of service desired by older adults would further guide development of transportation service efforts at Avenidas. *In development.*

8. An additional way to promote transportation alternatives could be the addition of an Avenidas Transportation Conference. Avenidas' conferences are designed to address topics which have a broad interest in the community. Examples of these conferences include a Caregiver Conference; Positive Aging Conference; Housing Conference; Financial Conference; and Aging & Technology Conference. *Under consideration.*

9. Incentivize Avenidas members to forego a parking pass for the 24 Avenidas member spaces in the lot behind 450 Bryant as part of their membership benefit. Avenidas would offer them a substitute benefit such as a free massage, or counseling session, or class registration. Currently, 1500 members have parking passes. *Under consideration.*

In addition, Avenidas is eagerly following the rapid developments in the self-driving car industry. According to *Business Insider*, it is estimated that 10 million self-driving cars will be on the road by 2020. Self-driving cars could have tremendous benefits for older adults, making transportation easier and safer for those who cannot drive.

Employee Centered Efforts

Avenidas will propose instituting an employee parking benefit cash-out policy. Avenidas provides free parking for its 24 employees who work at the Bryant Street Center as a fringe benefit. Under a parking benefit cash-out policy, Avenidas would continue this practice but would begin offering the cash value of the parking subsidy to any employee who does not drive to work. The primary benefit of parking cash out programs is their proven effect on reducing auto congestion and parking demand.

Avenidas is considering paying for bus and train tickets, vanpool fees, and bike maintenance and repairs to encourage the use of public and alternative transportation options. This might include adding commuter tax benefits by allowing the use of tax-free dollars to pay for transit commuting and parking costs. Tax free fringe benefits of up to $130 per month per employee for transit expenses and up to $250 per month for qualified parking are allowed. Avenidas could provide both a tax-free employer paid subsidy as well as a pre-tax employee-paid payroll deduction, potentially totaling $380/month/employee.

Conclusion

To summarize, Avenidas has a wealth of creative ideas, both existing and potential, to ensure that clients and employees alike can access our Bryant Street Center on a daily basis in such a way as to ease the parking impact on the downtown area. We believe that expanding our Avenidas Door to Door Transportation Program, helping promote the City's shuttle and Linkages ridesharing efforts, partnering with ride-sharing companies, and exploring alternative options with the community will help meet this objective. Avenidas is committed to being part of the solution, not the problem, and is eager to work closely with the City to continue these efforts.

CITY OF PALO ALTO

City of Palo Alto
Department of Planning and Community Environment
California Environmental Quality Act
MITIGATED NEGATIVE DECLARATION

I. DESCRIPTION OF PROJECT

Circulation Period: July 1, 2016 through August 1, 2016

Project Name: Avenidas Expansion Project

Project Location: 450 Bryant Street, Downtown Palo Alto

Project Proponent: Lisa Hendrickson for Avenidas

City Contact: City of Palo Alto, Department of Planning and Community Environment
250 Hamilton Avenue, 5th floor
Palo Alto, CA 94301
Attn: Amy French, Chief Planning Official

Project Description:
Major Architectural Review of the proposed interior renovation of an existing historic building at 450 Bryant Street, the demolition of an existing 2,592 square foot addition and replacement with a new 10,721 square foot addition, and site improvements on City-owned property in the Public Facilities (PF) zoning district. The net increase in floor area at the property is 8,129 square feet. The project includes a request for a conditional use permit for the expansion of use.

II. DETERMINATION

In accordance with the City of Palo Alto's procedures for compliance with the California Environmental Quality Act (CEQA), the City has conducted an Initial Study to determine whether the proposed project could have a significant effect on the environment. On the basis of that study, the City makes the following determination:

_____ **The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION is hereby adopted.**

__x__ **Although the project, as proposed, could have a significant effect on the environment, there will not be a significant effect on the environment in this case because mitigation measures have been added to the project and, therefore, a MITIGATED NEGATIVE DECLARATION is hereby adopted.**

The attached initial study incorporates all relevant information regarding the potential environmental effects of the project and confirms the determination that an EIR is not required for the project.

In addition, the following mitigation measures have been incorporated into the project:

Mitigation Measure BIO-1: If feasible, vegetation on the project site shall be removed outside of the bird-nesting season. If the start of site clearing, tree removal, or building demolition occurs between February 1 and August 31, a pre-construction survey for nesting birds protected under the Migratory Bird Treaty Act shall be conducted by a qualified biologist to identify the location of nests in active use that were established prior to the start of project implementation activities. The pre-construction survey shall take place no more than 7 days prior to initiation of construction. All trees and shrubs on the site and on adjacent properties shall be surveyed, with particular attention to any trees or shrubs that would be removed or directly disturbed. If an active nest of a protected bird is found on site, the biologist shall, in consultation with the California Department of Fish and Wildlife (CDFW), determine whether construction work would affect the active nest or disrupt reproductive behavior. Criteria used for this evaluation shall include presence of visual screening between the nest and construction activities, and behavior of adult birds in response to the surveyors or other ambient human activity. If construction could affect the nest or disrupt reproductive behavior, the biologist shall, in consultation with CDFW, determine an appropriate construction-free buffer zone around the nest to remain in place until the young have fledged or other appropriate protective measures are taken to ensure no take of protected species occurs.
If it is determined that construction will affect an active raptor nest or disrupt reproductive behavior, then avoidance is the only mitigation available. Construction shall not be permitted within 300 feet of such a nest until a qualified biologist determines that the subject nests are no longer active.
Prior to issuance of a demolition permit or tree removal permit, the City of Palo Alto (City) shall verify that pre-construction surveys have been conducted within 10 days of the proposed start of demolition. If active bird nests are present, the City shall verify that CDFW has been consulted and either determined that construction will not affect an active bird nest or that appropriate construction-free buffer zones have been established or other appropriate protective measures have been taken.

Mitigation Measure BIO-2: No earlier than 30 days prior to initiation of construction activities, a pre-construction survey shall be conducted by a qualified biologist (i.e., a biologist holding a California Department of Fish and Wildlife (CDFW) collection permit and a Memorandum of Understanding with CDFW allowing the biologist to handle bats) to determine if active bat roosts or maternal colonies are present on or within 300 feet of the construction area. Surveys shall include the structures proposed for demolition.
Should an active maternity roost be identified, the roost shall not be disturbed and construction within 300 feet of the maternity roost shall be postponed or halted until the juveniles have fledged and the roost is vacated, as determined by a qualified biologist. Consultation with CDFW shall also be initiated. Under no circumstance shall an active roost be directly disturbed.
If nonbreeding bat hibernacula are found on the project site, the individuals shall be safely evicted under the direction of a qualified bat biologist and with consultation with CDFW. These actions shall allow bats to leave during nighttime hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight.
If it is determined that construction will not affect roosting behavior or disrupt a maternal colony, construction may proceed without any restriction or mitigation measure.
If it is determined that construction will affect an active bat roost or disrupt reproductive behavior, then avoidance is the only mitigation available. Under no circumstance shall an active roost be directly disturbed. Construction within 300 feet shall be postponed or halted until the roost is naturally vacated as determined by a qualified biologist. Prior to issuance of a demolition permit, the City of Palo Alto (City) shall verify that pre-construction surveys have been conducted within 30 days of the proposed start of demolition. If bats are present, the City shall verify that CDFW has been consulted and either determined that construction will not affect an active bat roost or disrupt a maternal colony, or that individuals in a nonbreeding bat hibernacula have been safely evicted. Due to regulations from the California Health Department, direct contact by construction workers with any bat is not allowed.

Mitigation Measure BIO-3: A Tree Protection Plan shall be prepared addressing each tree that would be subject to project construction activities occurring within the tree's dripline. Further, the tree protection measures recommended in the Arborists report for the proposed project shall be incorporated into project construction plans. Specifically, the construction plans and Tree Protection Plan shall include:
All existing trees shall be numbered on the site plans to match the tree tag numbers used in the arborist report. Any trees that will be near construction or demolition disturbance shall be well-hydrated before any demolition or construction work begins and throughout construction. A qualified tree service shall be used for all tree pruning, which shall include only what is required for site access, demolition, and construction. Tree protection fencing must be installed around trees within or adjacent to the construction area that will not be removed. Fencing must be

installed as described in the Tree Protection Plan. The fencing shall be inspected by an arborist prior to initiation of construction and all construction activities shall be conducted outside any tree protection fencing.

Mitigation Measure CUL-1: If artifacts or unusual amounts of shell or bone or other items indicative of buried archaeological resources or human remains are encountered during earth disturbance associated with the proposed project, the on-site contractor shall immediately notify the City of Palo Alto (City) and the Native American Heritage Commission as appropriate. All soil-disturbing work shall be halted within 100 feet of the discovery until a qualified archaeologist, as defined by the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.) and the City, completes a significance evaluation of the finds pursuant to Section 106 of the National Historic Preservation Act. Any human remains unearthed shall be treated in accordance with California Health and Safety Code, Section 7050.5, and California Public Resources Code, Sections 5097.94, 5097.98, and 5097.99, which include requirements to notify the Santa Clara County Medical Examiner's office and consult with Native American representatives determined to be the Most Likely Descendants, as appointed by the Native American Heritage Commission. Identified cultural resources shall be recorded on State Department of Parks and Recreation Form 523 (archaeological sites). Mitigation measures prescribed by the Native American Heritage Commission, the Santa Clara County Medical Examiner's office, and any Native American representatives determined to be the Most Likely Descendants and required by the City shall be undertaken before construction activities are resumed. If disturbance of a project area cultural resource cannot be avoided, a mitigation program, including measures set forth in the City's Cultural Resources Management Program and in compliance with Sections 15064.5 and 15126.4 of the CEQA Guidelines, shall be implemented.

Mitigation Measure HAZ-1: Prior to building demolition, the project applicant shall demonstrate to the satisfaction of the City of Palo Alto that a survey of the existing buildings has been conducted by a qualified environmental specialist who meets the requirements of the current U.S. Environmental Protection Agency regulations for suspected lead-containing materials (LCMs), including lead-based paint/coatings; asbestos containing materials (ACMs); and the presence of polychlorinated biphenyls (PCBs). Any demolition activities likely to disturb LCMs or ACMs shall be carried out by a contractor trained and qualified to conduct lead- or asbestos-related construction work. If found, LCMs and ACMs shall be disposed of properly. If PCBs are found, these materials shall be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and other state and federal guidelines and regulations. Demolition plans and contract specifications shall incorporate any necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, Materials Requiring Special Handling, for the removal of mercury switches, PCB-containing ballasts, and refrigerants.

Prepared by Project Planner

6/30/16
Date

Adopted by Director of Planning and Community Environment
Signed after the Mitigated Negative Declaration has been approved

Date

WE, THE UNDERSIGNED, HEREBY ATTEST THAT WE HAVE REVIEWED THE INITIAL STUDY AND DRAFT MITIGATED NEGATIVE DECLARATION FOR THE PROJECT DESCRIBED ABOVE AND AGREE TO IMPLEMENT ALL MITIGATION MEASURES CONTAINED THEREIN.

Amy Andonian, President & CEO
Avenidas
Project Applicant's Signature

6/30/16
Date

ARCHITECTURAL REVIEW BOARD
DRAFT MINUTES: June 16, 2016

City Hall/City Council Chambers
250 Hamilton Avenue
8:30 AM

EXCERPT: Item 5, 450 Bryant Street, Avenidas Expansion Project

Roll Call

Present: Chair Robert Gooyer, Vice Chair Alexander Lew, Board Members Peter Baltay, Wynne Furth, Kyu Kim

5. 450 Bryant Street [16PLN-00092]: Request by Lisa Hendrickson on behalf of Avenidas, for Major Architectural Review of the proposed interior renovation of an existing historic building at 450 Bryant Street, the demolition of an existing 2,592 square foot addition and replacement with a new 10,721 square foot addition, and site improvements on City-owned property in the Public Facilities (PF) zoning district. The net increase in floor area at the property is 8,129 square feet. The project includes a request for a conditional use permit for the expansion of use. Environmental Review: An Initial Study is currently being prepared. For more information contact the project planner Amy French at amy.french@cityofpaloalto.org.

Board Member Furth recused herself from the item because her personal residence was located within 500 feet of the project.

Ms. French reported this was the first formal hearing of a formal project. Staff was preparing a document in accordance with the California Environmental Quality Act. The project would likely return to the ARB on August 4. Staff requested comments on the project. Ms. French briefly reviewed the project.

Kevin Jones, Kenneth Rodrigues and Partners, reviewed revisions made in response to prior comments.

David Hirsch had submitted a review of the building from an independent standpoint. The Board should consider an alternative proposal if the importance of the garage was questioned and removed. The original building could be enhanced by removing the garage and incorporating the new facility behind the building.

Jeff Levinsky stated the project required a CUP because of zoning and use of the property. He questioned whether parking required by the building could be satisfied by the substantial in-lieu parking payment. The 2014 study of the building was based on a 5,000-square-foot addition of program space. He wondered if that matched the current proposal, which might generate more parking and traffic needs. If the extra parking required by the project was matched by the actual generation of parking spaces, then community concerns and CUP needs would be met.

Martin Bernstein, Historic Resources Board Chair, reported the HRB generally felt the current proposal was heading in the right direction. Modification of the project helped reduce the perceived mass of the building. The ARB could consider a landscape screen for the City parking lot. If his cornice detail were 22-24 inches, it would help the building be perceived as a two-story mass. The cornice detail could be considered compatible with neighboring buildings.

Ms. French added that comments also addressed the all-glass frieze, windows, balcony railings, the floating glass and the top of the roof.

Board Member Baltay requested Mr. Bernstein address the one-story garage building with respect to removing or altering it. Ms. French advised that the garage was the same era as the original building. The project considered removing the garage, but it was presented with the garage in place. Board Member Baltay thought public comments regarding the garage were logical, but wanted to have more context. He asked if the HRB recommended the one-story garage remain. Mr. Bernstein indicated that was the recommendation because of the age and its original use. Board Member Baltay inquired whether retaining the garage was absolutely necessary if the applicant demonstrated that removing or altering it would change the rest of the project in a beneficial way. Mr. Bernstein indicated historic preservation was guidelines and principles. The structure did have history.

Vice Chair Lew asked Mr. Bernstein to explain thinking around compatibility of the new building to the old with respect to materials, window color and other details. Mr. Bernstein referred to page A4.9. The HRB suggested reducing the visibility of the decorative glass panels. The HRB suggested making the eave line, gutter line and fascia thinner to reduce the perceived mass. The colors were compatible. Vice Chair Lew asked if the HRB discussed the gutter and downspout profiles and the copper-colored wrought iron. Mr. Bernstein explained the HRB was more concerned about the massing. Colors and materials were somewhat similar and without high contrast.

Board Member Kim believed the new design was much more in line with the Birge Clark expression. He favored the connector element. The building could have more possibilities if the garage was removed. The choice of materials was consistent with the existing structure. He appreciated attempts to make the perceived mass less. He questioned the metal paneling, how it related to the existing structure, where the design came from and if it could be reduced in height. The way it was used on the glass facade in the rear entry versus the use on the northwest elevation was a different expression. He wondered whether that was appropriate. The overall size of the elevations was difficult. He asked if the height restriction for the site was 50 feet. Ms. French replied correct. He questioned whether the roof pitch could align with the existing roof pitches. He inquired about parking during construction. The cornice detail was a great addition. He questioned whether it could be even taller. Overall he was pleased with the latest design; however, more revisions could be made.

Vice Chair Lew generally supported the project. The historic report and the peer review supported the project as is. They did note the building would be better if it were lower. The three-story addition touched the building in a place that had been altered previously and minimized blocking of views of the back of the building. The courtyard was desirable. He wondered if there was a way to pull back the third floor to reduce the three-story mass facing the courtyard. He suspected that would be better, but it would impact the program. He expressed concern regarding the size of the concrete moldings with the downspouts. That was a critical element. The exterior design did not seem quite right, but he could not name the problem. He wanted to see the details of the metalwork for the balcony railings. He did not find lighting fixtures or photometrics in the submission. With respect to landscape, the hedge along the park and courtyard might be too big and would require frequent pruning. He questioned the rationale for screening the historic building from the park. Other points of concern were gutter profile and eave details. The building could be slightly more contemporary and remain compatible, but it was a fine line.

Board Member Baltay did not find the project compatible. Three stories were too tall against a Birge Clark building and too big against the park. The building was not designed in any way to mitigate its impact on the park. Opening the corner at the park and pushing the building against the alley should be explored. The new building did not respect the proportions of the Birge Clark building. The building did not need more decorative detailing to make a three-story building look like a two-story building. It should downplay its relation to the Birge Clark building. The lobby was too small; the dining area was smaller and less attractive than the current dining room. There were many reasons for redesigning the project.

Chair Gooyer felt the current proposal tended to be more compatible with the existing building with respect to the proportion of some windows, the texture of the skin. However, it still went too far in mimicking the Birge Clark building. Perhaps the cornice could be enhanced on the top of the second floor, and the building could have a flat roof. He liked the patio in the back with the garage. He preferred to keep the garage and do something with the front building. Shifting the volume around the sides and lowering the third floor would not have the same perceived bulk. More design was needed for the ARB to approve the project.

Vice Chair Lew asked if the Director would make the final decision. Ms. French responded yes. An appeal of the Director's decision could be made to the Council, and the CUP could be reviewed by the Planning and Transportation Commission. Vice Chair Lew inquired whether a 2-2 ARB vote could be sent to the Director. Ms. French advised a non-recommendation was not desirable.

Vice Chair Lew suggested the ARB work on reaching three votes for approval of the project. Board Member Baltay asked if Board Members could agree to ask for studies or considerations regarding his comments. Chair Gooyer asked if he meant a study session. Board Member Baltay felt the project had not been fully vetted. Chair Gooyer noted Board Member Baltay seemed to be more opposed to a three-story building than other Board Members. Board Member Baltay thought the Historic Resources Board did not do its job when considering the relationship of the addition to the Birge Clark building. He wanted further review of the garage, because the design could be much better if the garage could be removed. Vice Chair Lew recalled the applicant previously had provided programmatic-level massing, which received a negative reaction. The Board wanted more of the mass facing the park. A two-story option around the back was not considered. Chair Gooyer thought wrapping a two-story L-shaped building around the back did not enhance the Birge Clark building. Board Member Baltay could envision a design that was lower and smaller. The building was too tall at the edge of the park. Board Member Kim inquired about the view of the building from the park. He could see the parking structure and the trees but not too much of the building. A three-story mass at the garage location made it seem much bulkier. Chair Gooyer clarified that Board Member Baltay meant a two-story building in the back. Chair Gooyer liked the variety of the current one-story, two-story and three-story buildings. Board Member Kim noted a 50-foot height limit. Board Member Baltay stated they were trying to match context. Board Member Kim thought they were trying to be compatible to context. Chair Gooyer preferred to worry about compatibility with a landmark than compatibility with a five-story garage across the street. Board Member Baltay was considering compatibility with the park.

Chair Gooyer advised the applicant had more work to do. Three Board Members had voiced concerns, and the fourth was not happy with the project as a whole. Vice Chair Lew was willing to accept a three-story scheme facing the park if the courtyard was compelling. He suspected the building was too high and encroached too much on the courtyard to make the courtyard a great space. Chair Gooyer suggested an alternative was to make the lower two floors larger and trim the third floor.

Vice Chair Lew advised that parking was an important piece of the project. The existing parking lot was deficient in landscaping and really needed improvement. Existing trees did screen the building from the park, but it was really very open. The alley was lined with visible trash cans and should be improved.

Mr. Jones requested the project be continued to a date uncertain so that he could work with staff regarding revisions to the design.

MOTION:

Vice Chair Lew moved, seconded by Board Member Baltay, to continue the item to a date uncertain.

MOTION PASSED: 4-0 Furth recused

HISTORIC RESOURCES BOARD MEETING
DRAFT MINUTES: May 26, 2016

City Hall/City Council Chambers
250 Hamilton Avenue
8:30 A.M.

Call to Order/Roll Call

Present: Chair Martin Bernstein, Vice Chair Margaret Wimmer, Board Members David Bower, Beth Bunnenberg, Roger Kohler

Absent: Board Member Pat DiCicco

Oral Communications

Yung Soon Bay: Hello, good morning. I am a Korean daily newsletter reporter (inaudible) very interesting for how can (inaudible) I introduce for my Korean newsletter. Thank you.

Chair Bernstein: Thank you. As Yung Soon Bay [phonetic] mentioned, she's a reporter for the Korean daily newsletter. She expressed interest to come here today to observe how our community fosters cultural growth. Welcome and thank you.

Agenda Changes, Additions and Deletions

None.

City Official Reports
1. Meeting Schedule and Attendance

Amy French: A couple of days ago, Chair Bernstein and Matt Weintraub, the historic planner who is not able to be here today for reasons I'll say later, and I met regarding study sessions. It's a topic that at the last meeting, I believe it was, the Board had brought up and said that we should agendize this. We discussed agendizing. We discussed some pros and cons, some particular issues with the mechanics and logistics. We will be looking towards July 14th or July 28th, which are the next couple of meetings that we have agenda items for, to have that discussion. We will prepare a brief report from staff on our evaluation of the possibilities. We had discussed possibly getting this into the HRB Bylaws, so that would be part of the discussion. I don't know, Martin, if you want to add to that at this point.

Chair Bernstein: It was just part of that discussion also included how does an applicant become notified of the possibility of a study session, whether it's at the Development Center or whenever there's a first contact by an applicant to any position in the City to get notice to that applicant that that is available for them. That was it. Thank you so much.

Action Items

2. 450 Bryant Street [16PLN-00092]: Request by Lisa Hendrickson, on behalf of Avenidas, for Historic Review of Architectural Review application for the interior renovation of an existing historic building (1927) at 450 Bryant Street, demolition of an existing 2,592 square foot addition (1978) and replacement with a new 10,721 square foot addition, and site improvements on City-owned property in the Public Facilities (PF) zoning district. The net increase in floor area at the

property is 8,129 square feet. Environmental Review: Preparation of an Initial Study is underway. For more information, contact Amy French at amy.french@cityofpaloalto.org.

Chair Bernstein: I'll read the topic, and then if Staff can explain the purpose of today's meeting. Welcome Vice Chair Wimmer. We know there was some traffic issues today. Welcome. We've just done Official Reports, and now we're just starting our first action item. Your timing is perfect. Welcome. Action item, 450 Bryant Street, request by Lisa Hendrickson on behalf of Avenidas for historic review of architectural review application for the interior renovation of an existing historic building, built in 1927, at 450 Bryant Street, demolition of an existing 2,592 square foot addition in 1978, and replacement with a new 10,721-square-foot addition, and site improvements on City-owned property in the Public Facilities (PF) zoning district. The net increase in floor area at the property is 8,129 square feet. Environmental review, preparation of an Initial Study is underway. If staff shall explain the purpose of today's meeting. Thank you.

Ms. French: Yes, thank you. I'm Amy French, Chief Planning Official. I just want to say this is not a study session. It is a formal application that's been filed for architectural review which comes with it, because of the historic status, HRB review. It's a first hearing on this design. Staff did not request formal recommendation today, because we are not ready for that from the HRB. It's a time for the HRB to learn about the project, to learn the site context, provide comments on the Historic Resource Evaluation that was prepared by the applicant's consultant, likewise the analysis and review of that by our City consultant that we've hired in lieu of having Matt be the reviewing person. Matt is not able to participate in this item because his residence is too close to the property, so he's conflicted. If you as the Historic Resources Board can weigh in on the context, the neighborhood, the block, is this a historic or unique situation that we want to pay attention to with respect to the Architectural Review Board findings. There's one in particular, Finding 4, that makes reference to whether the area is historic or unique. We'd like to hear from you on that. Of course, an opportunity as always to provide input on the plans, the design. You'll hear from the applicants about the program. Whether you need some additional studies or design details to understand what's going on there for this major addition. Of course, we will return to you following publication of the CEQA document. Under California Environmental Quality Act, we are preparing an environmental document because of the historic building, the size of the addition. It is not exempt from that State law. I wanted to just touch upon the Comprehensive Plan. It does acknowledge and promote a senior center. It's the central facility for seniors in Palo Alto. You'll hear from the applicant on that. We want to facilitate permits for these. We're doing our best to get it to you at an early time, and we'll continue to come forward as expeditiously as possible per our Comp Plan. The Comp Plan references the Downtown Urban Design Guide. This is not a mandatory set of guidelines, but it's intended to be very helpful for improvements in the Downtown. This particular part of town is called the cross axis, the civic cross axis. It goes from City Hall all the way over to Cogswell Plaza. In that area, it talks about the Mediterranean style of many buildings and that future development should support but not necessarily imitate this style. The direction there also talks about turning Cogswell Plaza into an outdoor room, an appealing space. I think there are several storied buildings, including the parking garage surrounding Cogswell Plaza, that is achieving that outdoor room with the taller buildings. This gives you a little bit of context here, a bird's eye view. It shows you Avenidas here of course, the Category 2 building. There are some Category 3 buildings on University here. There are a couple of potentially eligible buildings that have not gone through the full analysis about their historic status. There's of course this Category 4 building over here, and this is called the Tinney building where there is this mixed-use project that came along that's very successful as far as it's complete now and occupied. Of course, the parking garage. Here's Cogswell Plaza. This is the City parking lot, Lot C. The lease that the City has with Avenidas, which is just basically around the building, includes some nonexclusive parking spaces over in Lot C as well as some parking spaces along this alley. It's known as Paulsen Lane. Again, Avenidas is a major building. It's of regional importance. It's a California point of historical interest. The HRB uses the Secretary of Interior Standards, and we've been doing that since 1987. Your focus, of course, is the style, the design, the materials, etc. Again, as I mentioned, looking at this, what's the historical character? Is there one in this area so that the Architectural Review Board can render a finding, Number 4, if that is applicable? Basically, the Secretary of Interior Standards recommend placing a new addition on a non-character defining elevation and limiting the size and scale in relationship to the

historic building. What we have here is an addition. Our consultant took a look at this project and the Historic Resource Evaluation and came to the conclusion that the placement of the addition does not appear to overpower or obscure the historic building and its character-defining features. For this reason, the rear addition there appears to conform to the standards. Of course, we want your opinion on that. I have some images here. This is the rear addition, placed here rather than at the front where the character-defining features of this front elevation are so important to the building. You can see the addition back here. It is taller than the existing building because it is three stories, but it is placed back from the main facade there. From the park, Cogswell Plaza as it's known as, this is the rear addition. Here it's really apparent that it's taller. As you can see, the existing trees here have a role in screening that addition significantly from the view of the park users. Again, we're looking at the HRE and seeing that there might be some improvements that can be made. The applicant's consultant is here and has received that report from the City's consultant. These are some items that have been identified. Again, the hearing process. Coming here today, getting your input, then we do have the opportunity to hear testimony. This is the first public hearing on the item. The applicant can tell you they are doing outreach, and there will be some meetings coming up they can tell you about for the public to come to Avenidas and hear directly from the applicant before you hear this again. We need some guidance, if you have some, on the additional materials that might be needed for the next time you hear this. If you could continue as a vote, that's the action today, to a date certain because this is the first formal hearing, and we want to continue it to a date uncertain—sorry, uncertain—because we don't have the date identified just yet. Down here, I have the next steps. It is going to go to the Architectural Review Board in a few weeks, then we are looking at the CEQA document, preparing that. We're having a study session with Council. The Council does not have a role in the ARB process. Of course, they're interested because it's City property, etc. We want to give them an opportunity to see the project. There will be some future actions on their part. That concludes staff's report.

Chair Bernstein: Thank you. The next step for us is if Board Members have any disclosures to make about this agenda item. Board Member Bower.

Board Member Bower: I visited the site when we last reviewed this project. Also, I'm a friend of one of the Avenidas Board Members.

Chair Bernstein: Board Member Bunnenberg.

Board Member Bunnenberg: I have visited the site on a number of occasions including the time when we did it before. I'm not a member of Avenidas but have many friends that attend there.

Board Member Kohler: I went over there and toured the building when we first came before the Board and used to take my mother there quite a bit on and off. Thank you.

Vice Chair Wimmer: I toured the building with the project architect and had that nice orientation about a year, year and a half ago.

Board Member Makinen: I also toured the building about a year ago.

Chair Bernstein: So did I. Also, I'd like to announce that on January 22nd of this year I met with Lisa Hendrickson, Avenidas' past capital project manager, Amy Andonian, President and Chief Executive Officer, and also Kevin Jones, the architect. At that meeting, all that happened there was I just quoted the comments made at our July 23rd, 2015 HRB meeting. I also quoted them the ten Standards, and no decisions were made, and no new information is to report on that. With that, why don't we open the public hearing. I'd like to invite the applicant for presentation please. It's a 10-minute limitation or at the discretion of the Chair. Whenever you're technically ready for our presentation, we can go ahead. Welcome.

Kevin Jones: Good morning. I'm Kevin Jones with Kenneth Rodrigues & Partners architects. Pleasurable to be back in front of you. It's been a while since we were here last. We have a number of people

associated with Avenidas here today. Lisa Hendrickson and Amy and several of our Board Members are present as well as ARG, our historic resources group. What I'd like to do is to give you a little brief overview of what we've been doing over the course of the past year, and then largely some time hopefully that there will be any specific questions you have about the historic document, and then I will allow Charles or Sarah to come to the podium and address those items. With that, I'll kind of walk you through a little brief presentation. Much of what you know, the existing building is a Birge Clark building designed in 1926. I think it was constructed in 1927, served as the City of Palo Alto police and fire station for a number of years. In the '70s, Avenidas opened their operation at this site as the City of Palo Alto Senior Center, did basically an interior remodel at that time, removed any and all remaining historic fabric on the interior of the building, but the outside of the building has been maintained in very good shape and has not been really altered with the exception of an addition that was added. I'll talk to that in a moment. The diagram here relates to the elements of what the project consists of. The large volume there you'll see is the main Birge Clark building. There's a smaller, one-story shed building or carriage house building, whatever we want to call that facility. This is the part of this addition that was added onto the building in the '70s. Our proposed concept, similar to what we brought to you before, was the idea of introducing an addition that was related to the park, related to the parking lot, maintained components of the existing courtyard. As a result of the programmatic requirements for Avenidas and the square footage needs, we proposed a building that would be three stories. That facility addition resides here. I'll kind of break this mass down for you in a moment. The existing courtyard, a lot of it remains, yet we do take a part of that courtyard to create this entry/atrium element. The existing shed building stays, and then the Birge Clark original building is maintained as well. We propose no additions, modifications to the existing Birge Clark building. Our floor plan here and in quick concept. It's probably easier to look at it in this view. The Bryant Street entry here. This purple color is the actual original historic building as well as the shed building. This is the addition that was added on. The dining room was part of that. Our proposed project basically fills in this void with this connector element, this sort of glass connector piece that links the two buildings and tries to have a lighter connection to the building than some of our previous designs. This basically translates up as you go up to the second floor. A similar feature, the existing Birge Clark building, the connector which is a two-story element connecting the two-story Birge Clark building to the three-story proposed addition. The element only goes for two stories and basically stops underneath the eaves of the Birge Clark building. We do not remove those eaves which was a part of a previous presentation to you about a year ago. The blue representation of the proposed addition. The addition largely has a series of three large rooms that stack on top of each other. The ground-level room is a reconstruction of the dining hall. The second level is a wellness center, and then the third level is a fitness area. We have basically some building core elements. The idea that this building can kind of operate independent of the other one in terms of some of the programs, perhaps allowing for weekend use and a variety of other freedoms and flexibilities in terms of the offerings that Avenidas can provide. The very top of this, which is the third level, which would be only the new addition. There's no connection to the existing building at this level. Our roof plan. We've maintained the courtyard. At the third level, created an exterior deck that would look out over the parking lot and the park as well. Some of the points that I wanted to bring up today. As I said, I would to try to keep our comments kind of brief and take on some of the questions and commentary that we so appreciated from you last time. The height difference between the two buildings, you can see there. It's about 6 feet different. Our proposed building is a three-story building; the existing is a two-story building. We focused on commentary we heard before about how the buildings come together and connect. There's a glass connector which I'll show you a little bit more detail on. In terms of the building materials and compatibility, we've spent some time looking at a material palette. I think there's a color board/material board floating around the dais. Basically what we're looking at is predominantly using limestone which would be in a very tight joint pattern, probably a running bond pattern. This particular limestone doesn't have a lot of variation from piece to piece, so we would create a more monolithic look. We like that consistency with the existing building, which is really a concrete structure with a plaster finish on it. We really feel much more excited about using the limestone as a compatible product to plaster, but creating a monolithic look. Our concern for plaster is basically the wear of it over time and cracking and really feel that this will be a much more durable product and appealing and attractive product as well. The other elements are clear glass, aluminum window frames, flat clay roof tile in the same coloration of the existing barrel clay roof tile. I think that's on the board as well. Trying

to find ways to break the massing down in terms of having the sloped roof, but a little bit of a shallower sloped roof than the existing building. This large entry/atrium area, as you come in from the rear. One of the things that programmatically Avenidas has struggled with in the existing building is this sense of visibility and having the public understand what happens in the facility. As we look at this addition, a lot of the concepts that were talked about was making it more open and inviting, getting more light into the building and people having a sense of what really goes on here. The photo you see here is representative of the appearance of the building from the Bryant Street. All of this is existing, no changes really proposed here. We would like to freshen up some of the landscaping here, put some bike racks up in front here. You can sort of see the three-story addition in the backdrop. The view from the rear, the shed. Again, freshening up the landscaping, creating some climbing vine treatments, some espalier plants against the face of the building here. Here's the stone product as well as precast trim, creating a very light and glass, open feeling for the third floor to make the appearance and massing of the building read much more strongly as sort of a two-story element, trying to maintain that compatibility. A view into the main entry lobby where you can see this large two-story element, which would be our public art component, to be designed. At this point, we've sort of represented it in a very loose and free way as a tree. The next two plates represent what one might see from Cogswell Plaza with the very mature and tall existing tree grove that's there. Moving that away for the sake of clarity, seeing what the building actually does in terms of its architectural elements. This being the dining, this being the wellness center, this being the fitness area on the third floor, all of which would have a very exciting and dramatic view into that tree grove, which we're really excited about having this feeling of kind of being in the trees in some ways. The glass connector element, which is right here, serves as this transition between the existing historic building and the proposed new addition. A repurposed patio area with landscape features, fountain, kind of a coffee bar area, seating, and that all connects to the interior of the proposed new addition. Amy, can I get to the next documents please? I wanted to give you a little bit of a view of the animation that we worked on, to give you a feel for what the experience might be as someone would visit the center. I'll maybe run this through twice; it moves a little fast for me to really talk through. Coming into the main lobby, creating kind of an open experience. We have something called a tech lab, which you get a view of here. Coming in from the back, the approach on the building from the rear parking lot. That large two-story element, the art wall piece. Coming into the door, heading towards the courtyard. In the background you can see there is seating in the existing building wall, and that wall being a component in the new design. This is a view of people enjoying the patio area. Now, you're walking in on this connector, this glass connector, seeing from front through the back of it. I'll run it back one more time just for clarity here. The front of the building; the new addition, you really can't see it from this vantage point at all. All the existing interior is remodeled. This is our tech lab here. Approaching it from the parking lot, you can see the relationship between these massing, again trying to break down the massing and getting this sense of openness that was really important to us in seeing the activity that would be going on in the facility. Coming in, here you'd be approaching the—this is the existing rear wall of the Birge Clark building. There's an opening here that connects the circulation system off to the right, going into the patio. This wall is basically a part of that glass connector that we've been referring to. This would be an existing building wall here. Looking out, this glass component goes completely visually out to the park and creates this separation between the existing building and the new building. You come around again as if you're going back out, and you look into the first level, the dining room, as part of the new addition, and our stairs there to the other side. That just gives you a quick conceptual feel for the interior layout. Can I get to the next ... I just wanted to give you a feel for it coming the other way, to put in context the experience as you're walking down Bryant Street, particularly in terms of what you see of the new building. You can see to the right that fairly substantial grove of trees that are here. As this plays through, there's a small window in which you would see the addition in the back. It's starting to come around now. You can start to see it at this point. The rendering that's adjacent to Amy, at that point you'd see it in the background. As you move past it, you don't really experience that new addition from the primary Bryant Street focus. We've tried to take in the sensitivity that you expressed the last time we were here in a number of item in terms of the treatment, the aesthetic design and the elements that we focused on. With that, I'd like to just step aside and try to address any questions or comments you might have. If there are anything in particular that you have questions of our historic consultant, I'd like to invite them to the dais or anyone else in terms of the Avenidas family. We would greatly appreciate your comments. Thank you.

Chair Bernstein: Thank you, Kevin. Next, I'd like to invite the Board, if there are any questions for the applicant or staff. Beth.

Board Member Bunnenberg: I had some questions about the little connector. I remember last time we were concerned that the addition actually abutted closely and touched some historic features back on the back side of the building. For that little glass hyphen, you said that it would not actually touch the historic building. Is that correct?

Mr. Jones: There is a seismic separation joint between the existing building and the new. That glass connector does touch the building. In the previous versions of this, we had proposed cutting part of the eave back, and that's been rethought. If you look at our Sheet A5.4, there is the northwest elevation. It sort of gives you a view point of that glass connector where it tucks up under the eave of the existing building. That element is only a two-story component, but it does touch the building. The buildings are seismically separated; it allows for the existing building and the new building to move without damaging or affecting the other one.

Board Member Bunnenberg: It's the gentlest type of touch.

Mr. Jones: Yes, yes.

Board Member Bunnenberg: Does that glass hyphen have a clear roof or is there some—what is the covering of that roof?

Mr. Jones: The roof is a solid roof. If you're on the second floor and you look up, you don't look through it. It is solid.

Board Member Bunnenberg: It is solid. All right.

Mr. Jones: It would be single-ply roofing. It's a steel-frame construction; it has a metal deck to it and foam insulation, so it is solid. To give you a better feel for that, if you looked at A6.0, the section 2, you get a feel there for how that element tucks right up underneath the existing eave of the Birge Clark building. At the bottom of that sheet, the section 2, right there in the middle between the two buildings, that two-story connector element occurs there.

Board Member Bunnenberg: The tile roof extends over it but is not touched.

Mr. Jones: Yes, not touched.

Board Member Bunnenberg: That's a very important thing. What about the decorative fountain that exists there in the courtyard? It looked like in your presentation that there was maybe some kind of ...

Mr. Jones: The existing tile fountain that is in the courtyard today is proposed to be removed. It's not an original historic element, but we are taking it out. So many of our participants have liked that fountain element and the sounds that it creates. As you noted, particularly in the little bit of the video, we have proposed to put in a new fountain element.

Board Member Bunnenberg: A water feature (crosstalk).

Mr. Jones: There's a water feature there; there's a little coffee bar there, seating, new planting. We're really excited too for a component of our program called The Villages, which would be housed in the smaller shed building, which would open up ...

Board Member Bunnenberg: The garden room.

Mr. Jones: The garden room. Would open out into that area and really a very exciting and dynamic experience, different from what we have now.

Board Member Bunnenberg: I was pleased to see—I should disclose that when I talked with people as I was—clients—moving through the building, almost everyone said they liked the dining room. The dining room looking out on the plaza was their favorite room. It appears that your dining room does look out on Cogswell Plaza.

Mr. Jones: Yes, it does. Fundamentally, it's whole orientation focuses out to the Cogswell Plaza, the tree grove there. We would like to have a little more interaction between the interior of the building and the outside, the park. Due to some of the discussions about the lease lines and operations and the public park, we may be restricted in some ways. Clearly, visually it is much more focused on the park than now.

Board Member Bunnenberg: It's a good visual connection there. The other thing, that is really more of a comment. Your original plan had a great deal of glass on the back wall and, as a senior, I was thinking, "I think I might like a little more privacy." There was almost a fishbowl feeling, that people on the outside could look up and see what you were doing, whether it was exercise or whatever. It looks like this design is much more—those areas are ...

Mr. Jones: Yes. We've decreased the glazing amount in a significant way in this new design. In all honesty, I'm really excited about where we've come relative to the commentary that we've heard on the previous design. It is very clear this design is completely different in appearance than where we had been before and the concepts that we had before. I think that speaks to Avenidas' commitment to being responsive to the users, being responsive to the community, and trying to find a happy medium that addresses those concerns, but also creates some excitement, allows us to get some spaces that can be well lit naturally and create an environment that is appealing. We've heard those comments, and we've tried to take those, integrate them into a new design in a very new and exciting way, but still stick to the fundamentals that we feel people enjoy having, naturally lit spaces. Just looking out into that tree grove at the second, third level would just be an exciting component.

Board Member Bunnenberg: To me, at least the compatibility ...

Chair Bernstein: Let's see. Excuse me, Beth.

Board Member Bunnenberg: ... with the existing building is extremely important.

Chair Bernstein: (inaudible) continue with questions, and then we can make comments later. Board Member Makinen.

Board Member Makinen: I had just a couple questions regarding the lease arrangement. Maybe these are more properly addressed to Amy French. There's not much said in here about the lease arrangement right here, the terms of the lease, the duration of the lease and the responsibilities. I see the City had a—this is like a tenant improvement, it ends up being. Say Avenidas went out of business, the City has to take over that property. It becomes a City property. Could you elaborate on that?

Ms. French: I'm not well versed on finer points of the lease. I do know there is likely to be an adjustment to the lease, of course, because the building is supposed to be expanded. There will be more discussions on that. I cannot answer you today; I can come back at the next HRB meeting to answer that or research it and let you know.

Mr. Jones: Our group here intimately knows the details of the lease, if you're comfortable with us ...

Ms. French: There you go. (crosstalk) the wrong person.

Mr. Jones: ... expressing them.

Lisa Hendrickson: Hi, I'm Lisa Hendrickson. We recently, last year, signed a new 50-year lease with the City.

Board Member Makinen: How many?

Ms. Hendrickson: Fifty.

Board Member Makinen: Fifty.

Ms. Hendrickson: Under the terms of the lease, we are obligated to continue to operate as a provider of senior services in the property, and we have every intention of doing so for at least another 50 years. Yes, this would be considered TIs, and the lease does contemplate or anticipate that there would be improvements made to the building over the period. This is permitted within the terms of the lease.

Board Member Makinen: It's a 50-year lease with a renewable option for another 50 years?

Ms. Hendrickson: No, it's just 50 years.

Board Member Makinen: Fifty years.

Ms. Hendrickson: it's my understanding the City could not have added a renewable option under its Charter.

Board Member Makinen: At the end of the lease, it becomes a City-owned property ...

Ms. Hendrickson: Unless we re-up, which we expect we will.

Board Member Makinen: ... unless something is done.

Ms. Hendrickson: We have been in the building since 19—the original lease was dated 1976, and it was a 50-year lease. We replaced that with another 50-year lease just last year.

Board Member Makinen: Thank you.

Chair Bernstein: (inaudible) Board Members have questions? David.

Board Member Bower: I was somewhat shocked about the amount of money that Avenidas has to pay in in-lieu parking fees. I'm wondering if there's been an auto study.

Mr. Jones: I love it when Amy looks at me like that. Let me give you a little bit of background to this topic. When you look at the site plan, you realize there's a parking lot directly behind the project. One of the dilemmas that has come about is this distinction between the lease line rights and the parking lot and that degree of the park as well. When you go through the parking requirement here, we're required to provide a number of parking stalls. Through the past year since we were with you, the City has engaged with an outside consultant to study options to increase the amount of parking, as well as Avenidas has done those activities. The problem for Avenidas is we have no site to provide additional parking to since our lease line is defined by the footprint of the building. The City had explored an option to upgrade the back parking lot, creating some underground parking and then some surface parking. That resulted in a small gain in parking. At the end of it, indicated that it wasn't particularly a feasible option. There is some proposed City—I don't remember the program that the City has. It evaluates existing City parking lots, from their maintenance and upkeep and keeping them renewed relative to Code changes and access and those things. There's likely to be some minor level of upgrade that's not associated with this particular project, because we've looked at all the options available to us. The main

thing that we can do—the in-lieu dollar fee is an issue, but that is our only option that's available to us in order to meet the parking demand.

Board Member Bower: Do you know how many cars come to Avenidas in a day?

Mr. Jones: There are statistics for that. Unfortunately, I don't have them freely available at this time.

Board Member Bower: My inclination is there probably are fewer cars coming to Avenidas just because of the—maybe you can answer there.

Ms. Hendrickson: You're right. We did do a parking study. About 58 percent of the people that come every day drive their own cars. More than 40 percent get there any number of other ways. All of which, we've come to understand, doesn't matter. There's still a parking requirement that has to be met. It's a function of the net new square footage that we're building. Separately, we do have a transportation plan that we'll be implementing to further reduce the number of single occupancy cars that drive to the building. That is separate from our obligations to meet the parking requirement of the project.

Board Member Bower: Just a question. I guess that's all the questions I have. I have other comments.

Chair Bernstein: Any other Board Members with questions for the applicant or staff? Vice Chair Wimmer.

Vice Chair Wimmer: I wanted to ask—there's like a frieze band that is occurring above the glass atrium at the rear entry or that would be the (crosstalk).

Mr. Jones: You're on the exterior?

Vice Chair Wimmer: The Ramona Street—yeah, off of the parking lot view with the trees.

Chair Bernstein: HA4.9.

Vice Chair Wimmer: I just wanted you to speak a little bit about what your thoughts were on that material. I see that the ...

Mr. Jones: At the third level?

Vice Chair Wimmer: Yeah.

Mr. Jones: Let me see if I can ...

Vice Chair Wimmer: This area right here above the ...

Mr. Jones: Here?

Vice Chair Wimmer: It looks like a panel. It looks kind of like a—I also noticed that that same design element was incorporated above the windows facing Cogswell Plaza, off of the dining ...

Mr. Jones: Yes.

Vice Chair Wimmer: I just was curious about what that was. I think that's kind of a nice feature, and I like the fact that there looks to be like a balcony or a roof deck up there, which kind of probably makes up for the square footage that you might lose in the courtyard below. I thought that was kind of a nice thought, an element.

Mr. Jones: In the appearance, which you see here, of that treatment, it's at a 42-inch high height that creates basically the guardrail appearance of it. In lieu of creating what would be a much more

transparent or guardrail scenario, we wanted to create something that felt more integrated to the building element. That element became—it started at this elevation as a component that somewhat of a little bit of a decorative feel to it. It served as this guardrail, and you would basically create that on two sides of the balcony. People would have that experience of having that solid wall piece there, and then sort of from waist-height up you would see people up on the balcony. That does serve as another space for us, as an exterior space that we don't have now, and it helps to offset some loss of area in the courtyard. Then, that became just a decorative element on the other elevations of the park, that we thought was kind of nice. It was intended to be an integrated aluminum-frame system with all these elements unified and creating sort of a single aesthetic that tried to make it feel light and airy.

Vice Chair Wimmer: I like how you incorporated it into more than just one elevation. I thought that was nice. My second question was can you describe a little bit about what's happening on the eave of the new roof overhang. It looks to be more visible like when you look on A4.11. On that elevation, it seems like the eave is going to be more visible from the street level, because it's up so high. I was wondering what your thoughts were on treating that eave. It looks just like a flat—I don't know what the material is.

Mr. Jones: The best place to sort of see a feel for this is on A6.3, the detail 5 there. Basically we have the flat tile roof coming to a gutter. We're not using copper; this would all be sheet metal, pre-painted, pre-finished material. We have a metal soffit that returns back to the glass. One of the things we talked about and studied was this idea of how much level of articulation are we wanting to see. If you look at the existing building, you see some of the wood beams that are associated there. This is still in some ways a fairly modern aesthetic but trying to pick up on some of the elements that are of historic nature. We just felt that it was nicer to have a cleaner soffit element, because the third floor, we're really trying to create this illusion of transparency by having the clear glass, having this clean soffit, and having it sort of float up there so that the feeling of a three-story building is diminished.

Vice Chair Wimmer: I was just thinking—I don't know—to pull in some of the historic. I know it's just a balance between the new and the historic. I think it might be kind of neat to see some kind of a detail of a rafter tail. Maybe you can pull it off the window mullions that are occurring up at that level. I think that would give it a little bit more of a texture interest.

Chair Bernstein: We're still in the phase of asking questions for the applicant, and then we'll have comments after we hear from the public in a second. Any other questions for the staff or applicant before we move to questions for the public? Seeing none. I do have one speaker card from a member of the public, David Hirsch. Welcome. We usually limit the time for public comments for 5 minutes per speaker. Welcome.

David Hirsch: Good morning, Mr. Chairman, members of the HRB. I'm an architect with many years experience in New York City, during which I worked as principal on a number of significant historic projects. I'm a recent member of this community. My comments here result from seeing the earlier Avenidas illustrations in the newspaper, meeting with planning staff, attending earlier ARB meeting, studying the historic documents, meeting with Lisa Hendrickson to tour the Birge Clark building, and examining the most recent presentation. If this were a matter of just one architect's taste versus another's, I wouldn't be here making this presentation. My opinion is that there has been a serious error of interpreting the Secretary of Interior Standards of Rehabilitation, which directly causes this proposal to be unacceptable. There's a minimal evidence in the Historic Resource Evaluation report accepted by the Planning Department to justify the retention of the garage structure at the rear of the 450 Bryant Street building. It is likely that this minimal structure was considered by Birge Clark as an insignificant addition and an afterthought based on a change in the program after the main building was designed and constructed. In the historic report's list of exterior character-defining features, this accessory building is the last feature out of the 14 listed, certainly less important than two-story height, symmetrical facade on Bryant Street, open eaves with decorative rafter tails, arched openings at ground level, balconies at upper floor, ironwork including balcony railings, grills, and light fixtures. None of these significant features are characteristic of this one-story, ancillary garage structure. Any attribution of historic

authenticity to this garage cannot be justified by the Secretary of Interior Standards for Rehabilitation as having distinctive features, finishes and construction techniques or examples of craftsmanship that are characterized by a property to be preserved. The only reason to consider its importance is that Birge Clark perhaps had a hand in its creation since it dates back to the same timeframe. It has no significance relative to the historic use which merits its retention today. What is much more important to any significant new addition to an historic structure is the ninth standard of historic preservation. "That the new addition shall be compatible with the massing, size, scale, architectural features to protect the integrity of the property and its environment." Everyone recognizes the importance of the Avenidas expansion program. Of that, there is no question. However, Avenidas and their architects have been severely constrained by the historic report's recommendation regarding this one-story garage element. Once the historic consultants determined that the garage should be retained, and this Board and the ARB and the Planning Department accepts this ruling as historically sacrosanct, the die is cast. No matter what is proposed, it will necessarily violate common sense design principles and damage the historic integrity of the Birge Clark building. You should certainly carefully review the impact of this new construction. At three stories, it blocks out a significant portion of the historic building's roofline, designed to project on all sides of the original, rectangular perimeter. At three stories, it overwhelms the one-story garage as viewed from the parking lot creating a ridiculous Mutt and Jeff relationship of scale and discontinuity. Although, shown in one illustration from across Cogswell Park, it is as though it is okay to be so prominent because it will be completely hidden from view behind a thicket of trees. The truth is it pokes out prominently beyond the Bryant Street view, overwhelming the scale of the original building, a disturbing intrusion relative to the lower scale Birge Clark facade. It is inconceivable to me how the Historic Resources Evaluation report can opine that the historic materials, features, size, proportion and massing of the new addition are compatible with that of historic police and fire building. Your acceptance of this statement would be a mistake in judgment. None of this is necessary. If the garage is removed, the new construction could accommodate the entire Avenidas program and a two-story structure entirely behind the Birge Clark building, scaled so that it will emphasize the importance of this historic building rather than detract from it. You must reject the recommendation of the Historic Resource Evaluation report to retain the garage and ask Avenidas to submit a revised scheme without this limitation and more compatible with the scale of the historic Palo Alto building. Would that we could have Birge Clark here to give credence to this critical evaluation. Thank you very much.

Chair Bernstein: Thank you, Mr. Hirsch. That's the only other speaker card I have received. Seeing none, we'll bring it back to the Board. I'm going to leave the public hearing open, in case there are any questions or comments from the applicant. Bringing it back to the Board. Comments or any other discussion items? Board Member Bower.

Board Member Bower: I'd like to compliment the architectural team for responding to a number of our concerns when you were here last. I actually think this is a much better project than the first one we saw, but I still have a couple of issues with the design. As the last speaker just discussed, I'm a little concerned about the height and the compatibility of the new addition to the existing building. In particular, the Secretary of Interior Standard Number 9, which says that the new work shall be compatible with massing, size, scale and architectural features. It's 6 feet taller, and that's a problem for me. I understand the need for more space. I certainly support the expansion, but I do have some trouble with that. In addition, as I look at the elevations of the new addition, I'm troubled by the fact that it looks like the roof is floating above the building, because the connection between the building and the roof at the third floor is an all glass one. I understand architecturally why that would be interesting and desirable. To me, it kind of looks like the roof is popped off and is hovering. I cannot see that design being complementary or compatible to the existing building, which clearly as that building moves from the first story to the second, the second story gets smaller and the roof becomes kind of a dominant feature. As Board Member Wimmer has pointed out, I was a little concerned as well about the railing on the third-floor balcony. The balcony is a nice space, as I see it, but solid railings are not consistent with the open ironwork that's on the front of the building. Maybe that could be rethought. I actually don't like that motif; that's not relevant. My personal taste is not part of this discussion. I don't see that, as it moves around to the side of the building, don't understand that as an architectural feature. In addition, the window treatment of the new building is large pieces of glass. The existing building has multi-paned

window openings, so there are a lot of small pieces of glass. Typically in my limited experience, we would see some kind of—on the new addition, something that mimics but doesn't reproduce that multiunit motif on the original building, maybe larger panes of glass that were divided. As we see on the screen, there's a horizontal line sort of two-thirds of the way up those windows on the second floor. Maybe there's a (inaudible) line, but it just doesn't seem to me to be enough of a—it's too different for me. I'm also concerned about the separation between the garage and the addition. The previous speaker brings up an interesting point of whether or not that building retains enough of its original character to be considered historic. If it was a garage, it doesn't have any garage doors on it. It's obviously been considerably remodeled and repurposed. Maybe that is a consideration. I think at this point in time, it's probably not a consideration. Too much money and too difficult. If it's going to remain, it seems to me that glass atrium ought to have some space. I wouldn't think a lot, but it looks to me like the atrium comes right up to the edge of that building. I think it should have a little more separation. Finally, I'm pleased to see that we had a much better historic report both in terms of ARG's presentation this week than we had in our previous meeting, which was really horrible. I particularly liked the report by Dudek, where they brought up again the issue, on the second page of their review, about whether the new addition is compatible with the existing building in terms of height. Their conclusion is it's not necessarily—it's fair to say, I'll quote them, that the new addition does not fall into the category of something that's not recommended. This is on page 94 of our packet. Those are my concerns about this project. Obviously, as I said, I'm in support of this expansion. I think this is kind of tinkering around the edges. Thank you for bringing back a project to us that, I think, is more compatible with our previous comments.

Chair Bernstein: Other Board Members? Board Member Makinen.

Board Member Makinen: I guess one thing that jumps out to me is your proposal for the limestone running bond surface treatment on one of the major buildings. In my opinion, it's contextually incompatible with the historic fabric. I would suggest that you come up with a better idea. The other suggestion I would have is it might be worthwhile to invest in a model of this whole project, so we can see the interrelationships of the historic property with the proposed new project. I know this is not commonly done, but we do see it on complicated projects where there's interactions that occur and the effect upon historic properties. That would be a second recommendation I would have for you.

Chair Bernstein: Regarding the material of the limestone, what qualities of the limestone, do you think, makes it incompatible?

Board Member Makinen: If we take a look at Diagrams A5.2, 5.3, you can see it really jumps out as something severely different. In my opinion, it looks like a prison. Everybody has their own interpretation, but I think it looks like an old time prison.

Chair Bernstein: I understand your comment, and I've also had to explain as an architect to clients a lot. Perhaps Mr. Jones will appreciate the same comment too. Whenever there is a technical drawing showing joints, obviously the joints are shown in black ink, and then the limestone is shown in the color of the water paper. As the applicant mentioned, that's not the intent of the design to have a black and white grid system there. I think your idea of either a model or the photographs that the applicant has seen, then we won't see the black and white that is shown in (crosstalk).

Board Member Makinen: Perhaps a piece of the material so we can look at it in more detail.

Chair Bernstein: I think we have it right here. It would be—here it is.

Board Member Makinen: I mean a piece put together with several segments of the running bond.

Chair Bernstein: There is it, right there.

Board Member Makinen: I would put them together, though, so we can get a better idea. Maybe you won't see the joints. As Martin's pointed out, that might be the case. We need to be educated if that be the case.

Chair Bernstein: Board Member ...

Board Member Bower: I too had the same concern until I saw the example that was brought in this morning. I'm particularly sensitive to this because the building at High Street and Hamilton, that's just gone up, had a limestone exterior. I find it a shocking change from what we were presented. It looks to me like it has a big fur coat on the outside of the building. It's very rough. This limestone, I think, is different. I'm assuming it's like 2x3 or pretty big units. (inaudible) 12x24.

Chair Bernstein: The sample is smooth, I think. It's a smooth sample.

Board Member Bower: It's an absolutely smooth sample.

Board Member Makinen: What's wrong with just a stucco surface like the rest of the building? Let's not get fancy.

Board Member Bower: Does this have an eased edge? You see a little bit of the joint. Probably on a building that size, you wouldn't see much. I just wanted to add that comment.

Chair Bernstein: Other Board Members' comments or discussion?

Board Member Kohler: I think this is really a very nice presentation. As I look at the features that have been done, I'm not quite sure I could say there was anything that's really negative. I like the garage staying, for one thing. As you can see in the picture that's up there right now, you see the two people here in the parking lot looking over there. From that view right there, you see almost the whole half of the original building that's behind the tree there, such that all four sides of the original building can be seen. From the front, both sides and in the back, you see at least about half of it. The garage provides kind of a private patio area behind it, between the existing building and where the garage is now. I like the line work that runs around the different levels of the building, the glass entry with the tree in there, whatever is going to be in there. I think it's a quite well done project. It really works a lot better than the original project. I think having the stucco—this building's going to be with the stone exterior—that is really a nice exterior that we seldom see, not too often. Most of it's always stucco, painted stucco. To me, it's a huge, huge dramatic improvement. From the front and on both sides, you're going to see the existing building, and then in the back will be this addition, which will obviously be an addition. It's not trying to duplicate the building in the front, but it has lines that relate to the existing building. I'm going to vote for it, that it's very good, myself. Thank you.

Chair Bernstein: Thank you. Board Member Bunnenberg.

Board Member Bunnenberg: I was thinking about the garage. Yes, it certainly is not as finished a design as all of the other parts. It was a response to the need of the automobile, which was definitely becoming an item at that point in history. Doesn't it serve as the place—there's always a need for a place to put the garbage cans, the GreenWaste, the recyclables. Is that where those are placed or do we know? Board Members are saying no, not there.

Board Member Kohler: 4.2 shows ...

Board Member Bower: (inaudible) potentially interior space.

Chair Bernstein: it sounds like, Beth, you're comment is to—you're in favor of retaining that existing structure. Correct?

Board Member Bunnenberg: I would think about retaining it as important. I do feel that it is basically compatible with the Secretary of Interior Standards. In terms of the comments about the little windows there on the second floor of the back of the building, I'm not sure whether recessing those windows a little bit more could give a little different treatment to that and perhaps more window (crosstalk).

Chair Bernstein: That's a comment to the applicant.

Board Member Bunnenberg: Those are my thoughts. Basically I feel like it's a muchly improved design, and I'm delighted to see it.

Chair Bernstein: Any other Board Members? Vice Chair Wimmer.

Vice Chair Wimmer: I agree. I think this presentation took into account all of our concerns for the first review. I think it's a lot more sensitive to the existing historic building. I think it's a much more interesting, inviting, attractive building. I still think that third level with the frieze of all glass is a little—I think that's going a little too modern, in my opinion. I would like to see some real windows up there. Maybe the window space 8 inches apart, and giving yourself an opportunity to come up with some kind of a wood rafter tail detail between the windows. That might, for me, make it a little less modern, a little bit more complementary. I think that balcony up there—I agree that I would feel more secure if that was a solid railing instead of an open iron railing, just for security reasons. I'm feeling positive about the application.

Chair Bernstein: Thank you. I'd like to comment on one of the statements made by the applicant in the applicant's printed page, that's our packet page 84. I'll just read it. It says, "Interior renovations are being designed to make this space feel open and inviting. We want visitors to be able to walk through the building and see what's going on and to be enticed to join in." I circled here. "Small spaces will combine into larger spaces. We also want pedestrians walking by on Bryant Street sidewalk to be able to look in and see what's going on." If you can turn to the proposed first-floor plan on page A4.2 of your drawings, I'll make a comment in response to the goal of the applicant. Looking on the right-hand side of that page, it's the Bryant Street there. We see the multipurpose room, the lobby and then the age laboratory there. Certainly more visibility from Bryant Street. My question is, if you look further in the floor plan, just below the space of the kitchen, it looks like that's an existing corridor right there. There's no name for that space there. My question is to emphasize even more what the applicant's statement made about the visibility. I do see between the dining room and the hallway leading to the back stairs; that's a glass partition according to your legend. If this little space immediately below the kitchen space, that's a former hallway right now. My question is can that space not be defined by walls. Can that be eliminated? What I'm leading to is that from Bryant Street and then if the risers on that back stair are transparent in some way to get actually a view from Bryant Street all the way through the entire structure back toward Ramona Street, would that be a possibility of a way to get even more transparency into the building? That's just a question of what is that space, because it's undefined. Thank you.

Mr. Jones: The area you're referring to is intended to be a part of the kitchen expansion area. The kitchen currently is out of date in some ways and needs to be remodeled. We haven't finalized all the interior arrangements, but I appreciate your comments. That's something we can definitely look at. At this stage, it was thought to be a part of the kitchen, actually a dish washing area to accommodate a more functional kitchen.

Chair Bernstein: That's what I thought. I've done a number of commercial kitchens, and sometimes the kitchens are the biggest spaces in the whole facility. You can then just consider the idea if those stair risers are somehow transparent, then we would complete a view all the way through. Just a suggestion. As everyone in the public and applicant's heard, on our July 23, 2015 comment about how the new addition is to be subordinate to the historic building, definitely this proposal that we're seeing today, I think, is definitely heading in that direction. If you look again on drawing on page A4.9, that's the rear view. The reason that I'm in support of this project compared to what we looked at last year, about the idea of the massing, is the third floor is just a glazed wall rather than anything solid. I did provide to the

public and staff just a little rendering about that. Maybe the architect can take a look at it too. What I'm looking at—if you look at A4.9 and also the molding detail on page A6.3, it's detail 9. Because this is a review session, you can see how the architect put on it—it says "conceptual exterior details, not final here." What I've done with this little rendering is showing the proposed conceptual cornice molding detail of about 14 inches roughly. There's no dimension but something like that. What this little rendering, that I provided for the public and the applicant and Board Members, is showing is even a stronger detail of that cornice molding as another comment to actually reduce the perceived mass and height of the three-story structure, so to emphasize even more that this is a two-story structure that has some glazing on an upper level. If you look on page A4.8, the previous page, you will see a very similar kind of cornice detail on a neighboring property. Look on the left-hand side of page A4.8; there's a very major cornice detail there. On A4.9, on the back, that was the genesis of the sketch that I provided for the public, the staff and the HRB and the applicant, showing a heavier detail there to really emphasize even more what the drawing on A4.9 is starting to suggest, like this is a two-story structure in perception. I use the word perception because, I think, what the world sees is what we perceive it to be. In other words, people aren't counting this is 48.87 inches or something tall; what's it visually look like? The idea of having the cornice and molding details, as the drawings are starting to head in that direction, this is just an idea to even make that even a stronger idea. The main point I want to make, I think, on a lot of the comments that we're hearing about the aesthetics and other issues is that—it's certainly my comment—there's no reduction in square footage, no change in floor plan, no change in functionality of the building. There's just aesthetic issues to address some of the visual aspects. I want to make that point. If it's perceived to be less massive, then that starts addressing the idea of compatibility with the neighborhood in terms of massing and scale. I have another comment. Was there any specific energy goals for this project? Any LEED rating or is there any goal for that project?

Ms. French: The City's regulations for nonresidential buildings here in town is CalGreen. We have some energy REACH requirements these days. It seems to be a reasonable application to the new portion of the building to use those standards as opposed to the LEED Silver certification process. The City's been looking at this. For City buildings, we typically require the LEED Silver certification, which is kind of an equivalency to what we're requiring today. I think what we're requiring should maybe be more stringent than those standards. Because it is a long-term lease, we are looking at their request favorably to not have to go and certify with the U.S. Green Building Council. Yes, there will be energy requirements and all of that for the new addition.

Chair Bernstein: That might tie into Board Member Bunnenberg's comment about the windows up on the second floor facing Ramona Street of the inset. You get a little more shading on the glass, for example. I also have a comment, again, on page A4.9, the rendering. It's referring to the decorative panels on the top of the glass area there. I did see that you had the similar kind of detail on the Cogswell Plaza facade. My initial comment—I circled it on that drawing—was either delete those features or significantly reduce the visual impact of it. My thought was are they really contributing to the compatibility with the historic structure or do they start introducing a new element that doesn't exist anywhere on the historic structure. I just either said delete or significantly reduce the visual impact of those. That was just a comment when I saw those here. Also on that other comment I circled here on A4.9 was to help reduce the apparent height of the building or the mass of the building is with the glazed window system up on the third floor, if whatever detailing or coloration could be done to minimize that. Also, just to conclude my other comment about the rendering is emphasizing the second-floor cornice detail and minimizing the third-floor roof overhang. Just to kind of keep the building mass lower, to get that perception that it's not a three-story building, but it's a two-story structure visually speaking. Those are my comments to date. Board Member Bower.

Board Member Bower: I have one question for the architect. I'm just noting that on page A5.2, the elevation of the addition shows the windows as being down on the—let's see. This is the northwest elevation. It shows three windows wide, three high on the first floor. When I go over to page A6.3, suddenly, I think—I don't know where those windows are. I see. The southeast elevation has a different window profile than the northwest. I saw that they're more divided, which actually is, I think, more compatible. I'm wondering why that motif doesn't actually move through the elevations. The southeast

seems to me to look more like the original building, and yet the northwest seems to be more modern, open, large pieces of glass.

Chair Bernstein: Does the Board have any—Board Member Makinen.

Board Member Makinen: Just one more question that popped up here. On drawing A4.9, way in the top near the roofline, am I looking at another building in the background or is that an elevator shaft?

Chair Bernstein: That's the parking structure across the street.

Board Member Makinen: That explains it.

Chair Bernstein: That explains it, good. Board Members have any comment on the historic evaluation or the peer review historic evaluation? Board Member Bunnenberg.

Board Member Bunnenberg. Just in general, I found the peer review very, very appropriate. I think that they managed to find the significant features. Just as a comment for the previous bit, I too think I like those smaller windows that were on the—not on the back side of the second floor, but more adjacent to the building. I did not find any difficulties with the reports that we ...

Chair Bernstein: Board Member Makinen.

Board Member Makinen: Just one additional to congratulate the author, on page 41, for the very explicit definition of the character-defining features of 450 Bryant Street, which sometimes we do not see the character-defining features, but here they're clearly outlined. I think that's a good example to follow for other future projects.

Chair Bernstein: Any other comments? We'll bring it back to the applicant to see if the applicant—invite the applicant if he'd like to make any closing comments; you're welcome to do so if you'd like to.

Mr. Jones: I'd just like to thank the Board today for your comments. You've been helpful, when we were before you last time. Today you've done us a good service in terms of giving us your feedback and commentary. Our group looks forward to finding a way that we synthesize these comments into a framework that will gain your approval in the future. Thank you very much.

Chair Bernstein: You're welcome. Staff, do you have any comments or questions or requests from the Board?

Ms. French: The logistical request would be if you could do me the favor of, at the end of this, motion, second and continue to a date uncertain, that would be helpful. This is the first hearing for this project. If there was any discussion the Board would want to have about how we feel this area might be a historic area or unique, then I can help the ARB through that part. Obviously the first meeting that they're going to have is on the 16th. We're not going to come forward with findings, because it's their first meeting as well. We won't be asking them to provide a recommendation or discuss the findings. To that end, if you could maybe think about that, if you're not ready to say anything about that or think about it now as to whether that type of concern exists on the block and in the overall area, given the context.

Chair Bernstein: Any Board Members like to—Board Member Bunnenberg.

Board Member Bunnenberg: That's an extremely important point. Thank you very much. This to me is an area of surrounding architectural structures that are also historic. It is very important to maintain that whole axis and area of historic structures. This is something that sometimes gets missed and has recently caused some difficulties, because of lack of considering of the nearby structures. I think that's a very important point to stress. Certainly to move to a date uncertain appears to me to be ...

Chair Bernstein: Board Member Bower.

Board Member Bower: Amy, in the Dudek report, in their summary of review, page 94, they raise the question about whether this building should be considered—the characteristics—I'm sorry. We shouldn't have a conversation about whether this building is eligible for the National Registry of Historic Buildings. I wonder if that's a consideration for a future hearing or at what point would that be appropriate. They're referring to some language in the ARG report, which hints at that but doesn't really resolve it.

Ms. French: Let's say for our environmental review process, to make sure that these things are addressed fully in that analysis, so that we are doing our due diligence on our environmental review. I'm not really sure to (inaudible).

Chair Bernstein: Regarding the peer review of the Historic Resource Evaluation, on our packet page 93, Section 8.4, I think this is really important to be part of our record regarding the recommendation by the peer reviewer that the construction protection plan be part of the final construction drawings. That's the first bullet of 8.4. Whenever things are going to be decided during construction, that there be a comment on how are those things reviewed and decided upon. The main thing on 8.4, which is on packet page 93, is that in the final construction drawings a construction protection plan of the historic resource be a requirement for those drawings. A question for Amy. For this recommendation, would that require a motion and a second and a vote? Is that okay to do?

Ms. French: Sure. Again, it's not a date certain, so we are going to re-advertise. That is just helpful to the process. Thank you.

MOTION

Chair Bernstein: I'd like to move that the HRB—I'll just read the recommendation and see if that's agreed to. It is recommended that the Historic Resources Board take the following actions: review and provide input on the attached Historic Resource Evaluation and plans for the Avenidas project, which we have just completed; and that we continue the hearing to a date uncertain. Is that agreed by the Board? All those in favor, say aye. That passes; we agree to that. Anything else that the Staff needs from us on this agenda item?

Ms. French: No, this is great. Thank you so much for your efforts on this.

Chair Bernstein: The Avenidas team, thank you very much for your very wonderful presentation. I think we're moving in a good direction. With that, this agenda item is completed. Thank you very much. Board Member Bower.

Board Member Bower: Just a comment. I want to compliment the staff on this presentation of the materials. It's bound, it's indexed, it's numbered by each page. It is a lot easier for us, I think, as we are discussing this to be able to refer to a page. It's all in one place. We're not losing all the different things. I would encourage this in the future.

Chair Bernstein: Thank you for that.

Study Session

None.

Minutes Approval: May 12, 2016

Chair Bernstein: Next on our agenda item is approval of minutes of May 12, 2016. Any motion to approve or amend? Board Member Bower.

Board Member Bower: I've reviewed the minutes. We had a lively discussion with the applicant. The minutes, I think, reflect that discussion, but in some cases I thought that the minutes actually could have been streamlined maybe so that the grammar was better.

Chair Bernstein: It's on page 97, Roger.

Board Member Bower: This is really not a criticism, but it looked to me like somebody, maybe an automated service, just took the recording and transcribed it.

Chair Bernstein: As far as our action to do on these minutes, either we can make some proposed amendments and vote on those or ...

MOTION

Board Member Bower: I guess I would move to accept them with the understanding that I don't think this is a verbatim. The minutes convey the information we discussed with the clients, but I think it's not entirely accurate.

Chair Bernstein: There's a motion to accept these. Is there a second?

Board Member Bunnenberg: I would like to make a comment before deciding. We have in the past also said that sometimes the sense minutes got so brief that they didn't capture the individual opinions that were expressed. We were not always unanimous in what we were saying. I would caution that I don't want to go back to seeing the Board heard it, moved and seconded this motion, and that's it. The sense minutes began to look that way. I ...

Chair Bernstein: We still have a motion that doesn't have a second yet to approve the minutes.

Board Member Kohler: I'll second.

Chair Bernstein: It's been seconded. Any discussion before we vote? All in favor say aye. That passes unanimously. Thank you.

Board Member Bunnenberg: No.

Chair Bernstein: I'm sorry. I misspoke. Board Member Bower, Kohler, Wimmer, Bernstein and Makinen voted yes. Board Member Bunnenberg voted no on the approval of the minutes. That does pass. Thank you.

Subcommittee Item

Chair Bernstein: Next on our agenda is Subcommittee Items. I see none.

Board Member Questions, Comments, Announcements

Chair Bernstein: Board Member questions, comments and announcements? Board Member Makinen.

Board Member Makinen: Are we scheduled for a meeting on the 9th?

Ms. French: No, we are not scheduled for a meeting on the 9th. I'm sorry I don't have in front of me the upcoming schedule. I know we're canceling June 23rd. I'm going to have to send an email out. I don't want to say it in the public hearing that it's canceled because it may very well have been advertised, and I'm just not aware.

Board Member Makinen: None for the 23rd, but ...

Ms. French: Yeah, we're canceling the 23rd. I know we're meeting in July. I'm kind of that far ahead. I'll verify and send an email out to the entire Board as to the status of that meeting.

Chair Bernstein: Any other comments, questions, announcements by the Board? Seeing none, we are adjourned. Thank you.

Adjournment

Attachment E

My background is as an architect with many years experience in New York City during which I worked as a principal on a number of significant historic projects. I am a recent member of this community. The following comments regarding the proposed addition to the Avenidas building on Bryant Street result from seeing the earlier design illustrations in the newspaper, reviewing the record of an earlier ARB meeting, studying the historic documentation, meeting with Lisa Hendrickson to tour the Birge Clark building and examining the final presentation.

These comments are not concerning the aesthetics of the application. The problem is not about the quality of the architectural design, but rather the limitations in the massing and location of the proposal caused by assumptions made by the original historic study. There is a serious error in the interpretation of the Secretary of the Interior Standards for Rehabilitation, which directly causes this proposal to be unacceptable. If the study had noted that the **garage structure** at the rear of the building was an incidental afterthought and could be removed, then the entire mass of the new construction could be relocated behind the original Birge Clark building, it could be reduced to two stories and satisfy all of the historic standards and guidelines of the Secretary of the Interior.

There is minimal evidence in the Historic Resources Valuation Report, accepted by the Planning Department, to justify the retention of the garage structure. It is likely that this structure was considered to be unimportant by Birge Clark, an insignificant addition after the main building was designed.

In the Historic Report's list of Exterior Character Defining Features, this accessory building is the last feature out of the 14 listed, certainly less important than:

- **two-story height**
- **symmetrical façade on Bryant Street**
- **open eaves with decorative rafter tails**
- **arched openings at ground level**
- **balconies at upper floor**

- ironwork, including balcony railings, grilles and light fixtures

None of these significant features are characteristic of this one story, ancillary structure.

Any attribution of historic authenticity to this garage cannot be justified by the Secretary of the Interior Standards for Rehabilitation, as "having distinctive features, finishes and construction techniques or example of craftsmanship that characterize a property to be preserved." The only reason to consider its importance is that Birge Clark 'perhaps' had a hand in its creation since it dates back to the same timeframe. And it is hardly an important contribution to the history of the building even though it is of the era.

What is much more important to any significant new addition to an historic structure is the 9th Standard for Historic Preservation: **"that the new addition shall be compatible with the massing, size, scale and architectural features to protect the integrity of the property and its environment."**

Everyone recognizes the importance of the Avenidas expansion program. Of that there is no question. However Avenidas and their architect have been severely constrained by the historic report's recommendation regarding the retention of this one story element.

Once the historic consultants determined that this garage must be retained and the reviewing boards (HRB / ARB) and the Planning Department accepts this ruling as historically sacrosanct the die is cast. No matter what is proposed it will necessarily violate common sense design principles and damage the integrity of Birge Clark's building.

The community should carefully review the impact of this new construction:

At three stories it blots out a significant portion of the historic building's roofline, designed to project and to be seen on all sides of the original rectangular perimeter.

At three stories it overwhelms the one story garage as viewed from the parking lot, creating a ridiculous Mutt and Jeff relationship of scale and discontinuity.

Although shown in one illustration from across Cogswell Park completely hidden from view behind the thicket of trees, it is revealed prominently in a view from Bryant Street, overwhelming the mass of the lower scaled Birge Clark historic façade. It is an incongruous relationship.

It is inconceivable to me how the Historic Resources Evaluation Report can opine that "the historic materials, features, size, proportion, and massing of the new addition are compatible with that of the historic Police and Fire Building." To accept this statement would be a mistake in judgment.

None of this is necessary! If the garage is removed, the new construction could accommodate the entire Avenidas program in a two- story structure entirely behind the Birge Clark building, scaled so that it will emphasize the importance of the historic building rather than detract from it. The community must reject the recommendation of the Historic Resource Evaluation Report to retain the garage and ask Avenidas to submit a revised scheme without this limitation and more compatible with the scale of this significant, historic Palo Alto building. Would that we could have Birge Clark here to give credence to this critical evaluation.

Submitted by:

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Ms. Amy French
Department of Planning
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Dear Ms. French:

Avenidas Expansion – Mitigated Negative Declaration

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's State Transportation Network (STN), in which we seek to reduce statewide vehicle miles traveled (VMT) and increase non-auto modes of active transportation. Caltrans aims to increase non-auto mode shares by 2020 through tripling bicycle, and doubling both pedestrian and transit. Also, these targets support the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy, which promotes the increase of non-auto mode shares by ten percentage points and a decrease in automobile VMT per capita by ten percent. Our comments are based on the Mitigated Negative Declaration (MND).

Project Understanding
The proposed project is located approximately 0.25 mile north of the State Route (SR) 82 (El Camino Real)/University Avenue intersection with access from Ramona Street. It would renovate 15,783 square feet within the existing community center and construct a new 10,721 square-foot wing, in order to obtain a total of 26,504 square feet of new and modernized space. The project would also provide for replacement and update of old mechanical, electrical, and plumbing systems, seismic upgrades and installation of an Americans with Disabilities Act (ADA)-compliant elevator.

Lead Agency
As the lead agency, the City of Palo Alto (City) is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Vehicle Trip Reduction
Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. Suggested TDM strategies include working with the Santa Clara Valley Transportation Authority (VTA) to decrease headway times and improve way-finding on bus lines to provide a better connection between the project and regional destinations and providing:

- Membership in a transportation management association.
- Ten percent vehicle parking reduction.
- Carpool and clean-fuel parking spaces.
- Secured bicycle storage facilities.
- Bicycles to access nearby destinations.
- Showers, changing rooms and clothing lockers.
- Fix-it bicycle repair station(s).
- Transportation and commute information kiosk.
- Bicycle route mapping resources and bicycle parking incentives.

These smart growth approaches are consistent with the MTC Regional Transportation Plan (RTP)/SCS goals and would meet Caltrans Strategic Management Plan. Please refer to "Reforming Parking Policies to Support Smart Growth," a MTC study funded by Caltrans, for sample parking ratios and strategies that support compact growth. Reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future traffic impacts on SR 82 and the STN.

Traffic Impact Fees
Given the project's contribution to area traffic and its proximity to SR 82, the project should contribute fair share traffic impact fees. These contributions would be used to lessen future traffic congestion and improve transit in the project vicinity.

Voluntary Contribution Program
We encourage the City to participate in the VTA voluntary contribution program and plan for the impact of future growth on the regional transportation system. Contributions by the City funding regional transportation programs would improve the transportation system by reducing congestion and improving mobility on major roadways throughout the San Francisco Bay Area.

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,

for PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy

Attachment G

Hardcopies were provided to ARB members and Libraries only

Project plans can be reviewed at:

http://www.cityofpaloalto.org/news/displaynews.asp?NewsID=3142&TargetID=319