



City of Palo Alto

City Council Staff Report

(ID # 9917)

Report Type: Action Items

Meeting Date: 1/14/2019

Summary Title: 3705 El Camino Real: Apply AH Zoning Overlay and 59 Affordable Units

Title: PUBLIC HEARING/ QUASI-JUDICIAL: 3703-3709 El Camino Real [18PLN-00136]: Recommendation on Applicant's Request for a Zone Change to Apply the Affordable Housing (AH) Combining District to the Site, as well as Architectural Review to Allow for the Demolition of two Existing Retail Buildings and Construction of a 100 Percent Affordable Housing Project. The Project Consists of a Four-story Building Containing 59 Residential Units, two Levels of Garage Parking, and Associated Site Improvements. The Applicant Also Requests a Design Enhancement Exception to Allow for Garage and Ground Level Encroachments Into Required Rear and Street Side Yards, and a Waiver From Retail Preservation Requirements. Zoning District: CN (Neighborhood Commercial). Environmental Assessment: Exempt from the Provisions of the California Environmental Quality Act (CEQA) per Guideline Section 15194 (Affordable Housing)

From: City Manager

Lead Department: Planning and Community Environment

Recommendation

Staff recommends that Council:

1. Find the project exempt from the California Environmental Quality Act per Guidelines Section 15194 (Affordable Housing Exemption);
2. Introduce for first reading and adopt the attached Ordinance to apply the Affordable Housing (AH) Combining District to the subject property (Attachment A); and,
3. Adopt the proposed Record of Land Use Action approving the Applicant's request for architectural review, design enhancement exception, and a request to waive the retail preservation requirement for the project (Attachment B), subject to the rezoning ordinance taking effect.

Executive Summary

The subject application from Palo Alto Housing is a request to construct a 100% affordable housing project containing 59 rental dwelling units on a site located at the northeast corner of El Camino Real and Wilton Avenue. The project as designed requires legislative approval to apply the Affordable Housing (AH) Combining District to the subject property and discretionary approvals for an Architectural Review application, Design Enhancement Exception, and waiver from retail preservation requirements. The project represents approximately 19% of the net new housing units the City is targeting for approval this year.

Background

A conceptual version of the subject project was presented to the City Council at a prescreening study session in August 2017. Eight months later, the City Council adopted a new regulatory framework to encourage 100% affordable housing projects with the AH Combining District, which allows a qualifying housing project to benefit from modified development standards. Following adoption of this ordinance, the applicant, Palo Alto Housing, filed applications to construct the proposed 59-unit affordable housing project.

The subject project is located at the southeast corner of El Camino Real and Wilton Avenue and contains two mid-century, one-story, commercial buildings. The existing retail establishments include a stamp and coin shop, a European grocery, a hair salon, and a bridal shop. The site is located on the southern edge of the Ventura neighborhood, and is surrounded by a diverse range of uses, including one and two-story retail buildings and multi-family residential apartments. Reflecting this diversity of uses, the zoning districts in the vicinity of the site are varied, but generally follow a pattern of Neighborhood Commercial Districts fronting El Camino Real abutting Multi-Family Residential districts one block off the corridor. The Multi-Family Districts in the vicinity are long and narrow following the contour of the El Camino Real corridor, and abut Two-Family and Single-Family Residential districts to the northeast.

The proposed project redevelops the site to include a 100% affordable housing unit project with approximately 25% of the units reserved as independent living opportunities for developmentally disabled residents. All units are deed restricted for occupancy by income-restricted residents consistent with local requirements. The project requires approval of the Affordable Housing (AH) Combining District and a design enhancement exception for a portion of the ground floor building that provides access to a ground level and subterranean parking garage and bicycle storage room. The applicant also seeks a waiver from the retail preservation requirements as provided for in the AH Combining District regulations.

Discussion

The proposed building is 49 feet tall and located on an L-shaped lot. The design accommodates 41 parking spaces whereas only 33 parking spaces are required with the AH Combining District.

Access to the garage is provided from the alley at the rear of the site. The project includes 56 studios, 2 one-bedroom units, and a manager's unit. The building contains 37,279 square feet of buildable floor area whereas 40,382 square feet is allowed with the AH Combining District. Open space is located on a raised podium courtyard above the parking garage and at ground level at the rear of the site.

Neighborhood Commercial (CN) Zoning

The subject property is zoned CN Neighborhood Commercial, a district which is intended to create and maintain neighborhood shopping areas primarily accommodating retail sales, personal service, eating and drinking, and office uses of moderate size serving the immediate neighborhood under regulations that will assure maximum compatibility with surrounding residential areas. The district allows for a range of permitted and conditionally permitted commercial uses, as well as residential uses in conjunction with a mixed-use project. The maximum permitted residential density in a mixed use project is 15-20 dwelling units per acre, and a maximum floor area ratio of 0.5:1. The CN district does not permit residential-only development. The CN District provides for a maximum building height of 40 feet on El Camino Real, which is reduced to a maximum of 35 feet for portions of a site within 150 feet of a residential zone abutting or located within 50 feet of the site.

Affordable Housing Overlay CN(AH)

The Affordable Housing Combining District functions as an overlay, and modifies the development standards of the underlying district in a number of ways. Attachment D includes an analysis of how development standards would be modified relative to the base CN zoning district. In summary, the AH Combining District generally permits and conditionally permits the underlying uses in the base zone, with the substantive change of allowing 100% affordable housing projects. Section 18.30(J) of the Municipal Code (which sets forth the AH Combining District) "is intended to promote the development of 100% affordable rental housing projects located within one-half mile of a major transit stop or one-quarter mile of a high-quality transit corridor [. . .] by providing flexible development standards and modifying the uses allowed in the commercial districts and subdistricts". The AH combining district eliminates the residential density standard, and allows for an increase in gross floor area (FAR) up to 2.0:1 (Residential-only projects), or 2.4:1 FAR (mixed use projects). Additionally, the AH district allows for a height increase up to 50 feet, with a 35 foot residential transitional height limit for portions of a site within 50 feet of a residentially zoned property.

As described above, one of the key siting criteria for the AH district is transit proximity. VTA provides regular, fixed route bus service along much of the El Camino Real corridor in the City of Palo Alto. During peak commute hours, as well as throughout most of the day, the 22 Bus Route provides 15 minute headways with service between Palo Alto Transit Center and San Antonio Caltrain (and beyond). The subject site is located directly across El Camino Real from the south-bound 22 Bus stop, and one block from the north-bound 22 bus stop (El Camino Real

and Matadero Avenue). As a result, the site meets the code-defined transit proximity qualification.

In addition to the transit proximity criterion, the AH district may only be combined with commercial districts (CD, CN, CS, and CC). Generally, these districts include areas in downtown, California Avenue, Stanford Shopping Center, and many portions of the El Camino Real corridor. As a result, the site meets the requirements and is eligible for application of the Affordable Housing Combining District.

Comprehensive Plan Designation

The subject property has a Neighborhood Commercial land use designation, which is intended to allow for retail and commercial services as well as higher density multifamily housing development.

The Council's action to establish the affordable housing overlay as well as a number of other regulatory changes recently approved furthers the City's expressed interest to expand housing opportunities in the community. The project's compliance with applicable Comprehensive Plan policies is provided in the enacting regulatory documents attached to this report. On balance, the project is consistent with the Comprehensive Plan.

South El Camino Real Design Guidelines

The El Camino Real and South El Camino Real Design Guidelines are policy documents intended to provide project applicants, the community, and local decision makers with guiding design principles to evaluate and promote appropriate development. Planning staff and the Architectural Review Board, as well as the Council, use these documents when evaluating remodels and new development along the El Camino Real corridor in order to determine where a project meets the relevant findings for approval and can therefore be supported. To this end, the draft findings for approval in the attached draft Record of Land Use Action contain an analysis of the policies applicable to the project. In summary, the Guidelines call for new development to provide parking in the rear of the site, as well as screening for at-grade parking with landscaping. The Guidelines encourage new developments to define and enhance the pedestrian realm by promoting "active" frontages with prominent lobbies, appropriate landscaping, and pedestrian-oriented lighting. The Guidelines also encourage the provision of community rooms and above-grade plazas for residential-only projects. The project adheres to these aforementioned policies, as well as a great number of other policies for the subject Barron-Ventura node and for exclusively-residential projects. On balance, the project is consistent the guidance provided in the El Camino Real and South El Camino Real Design Guidelines.

Design Enhancement Exception

The project includes a request for a deviation from the 10 foot rear (abutting adjacent commercial building on El Camino Real) and 5 foot street side (alley) setback requirements to allow for the at-grade and subterranean garage levels and bicycle room through a Design Enhancement Exception (DEE). For clarity, as the site is located on a corner lot, the shorter frontage on Wilton Avenue is considered the front lot line, while El Camino Real and the alley are considered a street side lot line and the side facing the adjacent commercial building on the block is considered the rear lot line. The findings to approve a Design Enhancement Exception are included in the draft Record of Land Use Action in Attachment B. In summary, DEEs may be applied to site development and parking requirements that are otherwise applicable for multifamily development projects when such exceptions would enhance the design of the project, do not add gross floor area (FAR), and are not injurious or detrimental to people or property. The required rear setback of the site contains parking for vehicles and bicycles, which do not add gross floor area to the project, and allows for adequate turning radii for vehicles entering the below grade parking level. The DEE would allow for additional at-grade and subterranean parking spaces that would otherwise be restricted by the application of the required setbacks. With adherence to all project conditions of approval, the garage setback exceptions would not be detrimental or injurious to property or improvements in the vicinity or detrimental to the public health, safety, general welfare, or convenience. Given these conditions, the Architectural Review Board, as well as staff, believes that the findings for approval of a DEE can be made.

Retail Preservation Waiver

The existing site contains two buildings with approximately 7,000 square feet of retail space that is protected by the Citywide Retail Preservation ordinance (PAMC Section 18.40.180). In accordance with the AH Combining District regulations, the applicant has requested that the retail requirement for the new development be waived due to difficulties in financing a commercial tenant shell, which is not PAH's mission, and which would arguably require subsidy by the residential component of the project. In lieu of ground floor retail, the applicant proposes to provide community amenity space, vehicle and bicycle parking, and other ancillary ground floor uses. The AH Combining District regulations allow the Council to approve such a waiver with a finding that such an action would be in the public interest (PAMC Section 18.30(J)). Given that the ground floor frontage of the project along El Camino supports an active street frontage and well-defined pedestrian realm, as well as the community's interest in providing livable multifamily housing with amenities and parking, staff believes that the public interest finding can be made in the affirmative.

Transportation Demand Management and Parking

Some neighbors have expressed concerns about the amount of parking associated with the project, and that the reductions authorized by the AH Combining District would cause future residents to park on nearby surrounding streets. In accordance with the AH district regulations, the applicant has provided a Transportation Demand Management (TDM) Plan for the project

(Attachment E), which includes a number of measures that will be taken to incentivize alternative forms of transportation for future residents and employees. The measures for the project are included below:

TDM Strategy	Description
Caltrain Go Pass provision	Provide unlimited Caltrain rides for all residents.
VTA SmartPass provision	Provide unlimited VTA local and express bus rides for all residents.
Emergency Mobility Subsidy	Tenants who commit to not owning a motor vehicle will receive an annual stipend of \$100 per household for emergency rides to be used towards a transportation network company (TNC) (e.g. Lyft, Uber), taxi and/or scooter share in order to reduce parking demand.
Bike Share	Provide shared bicycles onsite for the use of residents.
Carpool Ride-Matching Services	Tenant ride-matching services allows residents to easily be paired with potential carpool partners.
Information Boards/Kiosks	TDM information boards, kiosk, and hotline/online access to transportation information and coordinators.
Improved Bus Shelter	Upgrades to on-street bus shelter to encourage transit ridership
Improved Pedestrian and Bicycle Access to Site	Improvements to crossing along El Camino Real
Shuttle to Caltrain Station and Neighborhood Amenities/Shopping Centers	Provide timed connections to Caltrain stations during peak travel hours, shopping shuttles to area shopping centers during evenings and weekends, and demand-response services during off-hours.
Promotional Programs	Promotion and organization of events for the following programs: new tenant orientation packets on transportation alternatives; flyers, posters, brochures, and emails on commute alternatives; transportation fairs; Bike to Work Day, Spare the Air; Rideshare Week; trip planning assistance routes and maps.
On-site Transportation Coordinator	On-site property management staff will provide a welcome package for new tenants, distribute Go Passes and other memberships, and additional information.
Monitoring program	By annually monitoring the TDM and parking program, the owner/management can adjust the strategies etc. in order to meet requirements, parking ratio, mode split, etc.

With the TDM strategies identified, the plan indicates that the project would greatly exceed the Comprehensive Plan’s 30% peak hour trip reduction target established for the El Camino Real corridor. The TDM plan also includes an analysis of the parking proposed for the site using the GreenTRIP Connect model¹, which uses a number of variables (TDM measures, transit proximity, unit affordability, etc.) to estimate parking demand for new residential development. The GreenTRIP Connect model described in the analysis estimates that an on-site parking

¹ The GreenTRIP Connect model, developed by Transform, is one of several tools used to assess parking demand for new multifamily projects in the San Francisco Bay Area. The model is sponsored by the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD), and is intended to provide local officials with information on the benefits of locating housing near transit and providing only the necessary amount of parking for such developments. More information on GreenTRIP Connect can be found on the Transform website at <http://www.transformca.org/greentrip/connect>.

supply of 0.5 spaces per bedroom (31 spaces) would be sufficient for the project, which the project exceeds by 10 spaces. The AH Combining District requires only 33 parking spaces for the project, whereas the development provides 41 parking spaces and therefore exceeds code requirements.

Planning and Transportation Commission

The PTC reviewed the subject rezoning application in a public hearing on September 26, 2018. Links to the minutes, video, and staff report for that hearing are available in the Chronology document in this report (Attachment C). The PTC's deliberations focused on the development standards of the underlying CN Zoning District and proposed AH Combining District, such as transitional height and parking, as well as the targeted income range for future residents. Ultimately the Commission found that rezoning the site was in accordance with the Comprehensive Plan and unanimously recommended approval of the subject application.

Architectural Review Board

The ARB reviewed the subject Architectural Review and Design Enhancement Exception applications in public hearings on October 4, 2018 and December 6, 2018. Links to the minutes, video, and staff report for that hearing are available in the Chronology document in this report (Attachment C). At the October 4, 2018 hearing the Board recommended a number of architectural changes to the project, including a more prominent lobby entrance, landscaping and lighting plans, and refinements to the building materials to provide enhanced texture and relief. The applicant revised the project plans to reflect these comments, and on December 6, 2018 the Board found that plan revisions met the applicable findings for approval, subject to additional review by the ARB subcommittee of minor architectural details and landscaping. The ARB also supported the Design Enhancement Exception for the requested setback encroachments and found the project exempt from CEQA.

City Council

The Council is requested to consider several items with this application, the legislative change to the zoning map to add the AH District to the subject site, discretionary review of the Architectural Review and Design Enhancement Exception applications, the retail preservation waiver, and the finding of CEQA exemption. Typically the Director of Planning and Community Environment, upon a recommendation by the Architectural Review Board, makes a tentative decision on an Architectural Review application, which may be appealed to the City Council. However, in this instance the Director has elevated all of the requested entitlements to the Council's decision in order to enable a full consideration of the project.

Analysis

Over the past few years the City Council has responded to the ongoing need for housing in a number of ways, including prioritizing housing-related policies and programs in the

Comprehensive Plan and by developing the Housing Work Plan². One of the Housing Work Plan items (Project 1.8) achieved last year was amending the zoning code to create the Affordable Housing overlay, with the intent of supporting a project on the subject site. Palo Alto Housing has since responded to this legislative action by requesting the application of the overlay with the subject application.

The applicant has been in conversation with many residents of the Ventura neighborhood, and has attempted to address stated concerns about parking and cut-through traffic. Undoubtedly, some of these concerns remain. However, provided the transportation analyses conducted by both the City's and the applicant's transportation consultants (Hexagon and Nelson-Nygaard, respectively), both of which were reviewed by the planning and transportation divisions, staff believes that the parking and traffic impacts of the project on the neighborhood will be negligible. Moreover, as required by the AH district standards, the project will have an ongoing TDM performance monitoring requirement to support the efficacy of the identified strategies on an annual basis.

Apart from the parking concerns, some of the more immediate neighbors have raised concerns with the building massing, which would represent a change from the existing 1-story commercial buildings on the site. However, while the proposed building's massing along El Camino Real and Wilton Avenue is indeed greater than the adjacent apartment and commercial buildings, the net increase of 10-15 feet enabled by the application of the AH overlay will provide the sense of scale encouraged in the South El Camino Real Design Guidelines and supports additional housing units. The project provides a transition in height and mass towards the rear of the site to acknowledge the decreasing density and intensity of existing multifamily development on Wilton Avenue.

As discussed above, the project has been evaluated for consistency with the development standards for the underlying CN district, the proposed AH overlay, and as the context-based design criteria and performance criteria for multifamily development. Except as modified through the aforementioned Design Enhancement Exception for the garage setbacks, the project meets all applicable code requirements. On balance, the project is consistent with the Comprehensive Plan, achieves specific initiatives described in the Housing Work Plan, and adheres to the applicable policies for new development in the El Camino Real and South El Camino Real Design Guidelines. The project would also represent a significant contribution (19%) to the City's annual unit production goal, which now stands at 315 per year through 2030.

Resource Impact

² A link to the adopted Housing Work Plan can be found at the following link:
<https://www.cityofpaloalto.org/civicax/filebank/documents/63027>

Consistent with City procedures, a portion of the application fees for this nonprofit affordable project have been waived with approval from the City Manager. The Fiscal Year 2019 Adopted Municipal Fee Schedule Planning Fee Waiver allows the City Manager, upon the recommendation of the Director of Planning and Community Environment, to waive all or a portion of a Planning fee when the applicant is a non-profit organization or another governmental entity, and the following findings can be made: (1) the proposed project would advance a public purpose benefitting the residents of Palo Alto; and (2) General Fund support is available to backfill the fee(s) waived. Fees for service from City staff have been waived. The applicant has paid for consultant-related expenses.

This project is exempt from existing Development Impact Fees. For development impact fees that apply to residential development, the Municipal Code exempts affordable housing, either for sale or rental, which, by recordable means, is permanently obligated to be 100% affordable from existing development impact fees.

While no formal request has been received, the applicant has expressed an interest and need for local affordable housing funding. The City has approximately 14 million dollars combined in its housing funds. Three million has been reserved for a possible teacher housing project near the County Courthouse.

Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. Specifically, the project is exempt from CEQA per Guidelines Section 15194 (Affordable Housing Exemption). The project meets the required criteria for this exemption as established in Guidelines Sections 15192 and 15194, as further detailed in Attachment F.

Attachments:

Attachment A: Draft Ordinance (DOCX)

Attachment B: Draft Record of Land Use Action (DOCX)

Attachment C: Hearing Chronology (DOCX)

Attachment D: Zoning Comparison Table (DOCX)

Attachment E: TDM Plan and Parking Analysis (PDF)

Attachment F: Notice of Exemption - Affordable Housing (DOCX)

Attachment G: Location Map with Existing Zoning (PDF)

Attachment H: Project Plans (DOCX)

Not Yet Adopted

Ordinance No. _____

Ordinance of the Council of the City of Palo Alto Amending the Zoning Map of the City of Palo Alto for 3703-3705 and 3707-3709 El Camino Real to add the Affordable Housing (AH) Combining District to the Existing Neighborhood Commercial (CN) District

The Council of the City of Palo Alto does ORDAIN as follows:

SECTION 1. The City Council finds as follows:

- (A) The Planning and Transportation Commission ("Commission"), after a duly noticed public hearing on September 26, 2018, recommended that the City Council of the City of Palo Alto ("Council") rezone the subject site (3703-3705 and 3707-3709 El Camino Real) from CN Neighborhood Commercial to CN (AH) Neighborhood Commercial with Affordable Housing Combining District.
- (B) After reviewing the facts presented at a public hearing, including public testimony and reports and recommendations from the Director of Planning and Community Environment, the Commission recommended that the subject site meets the commercial zoning and transit proximity requirements of the Affordable Housing Combining District and that rezoning to the CN (AH) designation would be consistent with the Palo Alto Comprehensive Plan.
- (C) The Council held a duly noticed public hearing on the matter on January 14, 2019, found the project exempt from environmental review, and after reviewing all relevant information, including staff reports, and all testimony, written and oral, presented on the matter, found that the public interest, health, and welfare require an amendment to the Zoning Map of the City of Palo Alto.

SECTION 2. Amendment of Zoning Map

Section 18.08.040 of the Palo Alto Municipal Code, the "Zoning Map," is hereby amended by applying the Affordable Housing (AH) combining district to all that real property situated in the City of Palo Alto, County of Santa Clara, State of California, described in Exhibit 1 (Legal Description and Map) attached hereto and incorporated herein by reference, and commonly known as 3703-3705 and 3707-3709 El Camino Real.

SECTION 3. The Council hereby finds that this rezoning is subject to environmental review under the provisions of the California Environmental Quality Act (CEQA). The rezoning is exempt from CEQA per Section 15194 of the CEQA Guidelines, which exempts affordable housing projects meeting certain criteria.

SECTION 4. This ordinance shall be effective upon the thirty-first (31st) day after its passage and adoption. In the event that the planning entitlements granted in Record of Land

Not Yet Adopted

Use Action No. 2019-XX expire, this ordinance shall be automatically repealed and the zoning map for the real property described in Exhibit 1 shall be amended to remove the Affordable Housing (AH) combining district without the need for further action by the City Council.

PASSED:

AYES:

NOES:

ABSENT:

ABSTENTIONS:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

APPROVED:

Deputy City Attorney

Interim Director of Planning and
Community Environment

3705 El Camino Real – Legal Description

Exhibit A

Legal Description of Property

All that certain real property in the City of Palo Alto, County of Santa Clara, State of California, described as follows:

Lots 25, 26, 27 and 28 in Block 12 as shown upon that certain Map entitled, Map of the Bartley Tract, Subdivision No.3, Town of Mayfield, County of Santa Clara, State of California, formerly a portion of the Sly Subdivision, in the Rancho Rincon de San Francisquito, which said Map was filed February 26, 1915 in the office of the County Recorder of the County of Santa Clara, State of California in Vol. "O" of Maps, at Page 66.

Excepting therefrom that portion described in the Final Judgment of Condemnation in the Superior Court of the State of California in and for the County of Santa Clara, a certified copy was recorded April 30, 1968, Book 8105 OR, Page 296, more particularly described as follows:

Beginning at a point of intersection of the Northeasterly line of El Camino Real (100 feet wide), with the Southeasterly line of Wilton Avenue (55 feet wide); thence S. 56 deg 55' E., along said Northeasterly line 120.18 feet; thence N. 33 deg 11' E., parallel with said Southeasterly line 10.00 feet; thence N. 56 deg 55' W. parallel with said Northeasterly line 110.16 feet; thence along the arc of a tangent curve to the right having a radius of 10 feet, through a central angle of 90 deg 06' for an arc distance of 15.73 feet to a point of tangency on said Northeasterly line; thence S. 33 deg 11' W., along said Southeasterly line 20.02 feet to the point of beginning, being a portion of Lots 25, 26, 27 and 28 in Block 12 of the Bartley Subdivision No.3, recorded February 26, 1915 in Book "O" Page 66 of Maps, Records of Santa Clara County, California.

Not Yet Adopted

3707 El Camino Real – Legal Description

EXHIBIT "A"

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PALO ALTO, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

Portion of Lot 17, as shown upon that certain map entitled, "Map of the J.J. Morris Real Estate Co's. Subdivision of a part of the Wm. M. Curtner Tract", which map was filed for record in the Office of the Recorder of the County of Santa Clara, State of California, on March 30, 1905 in Book K of Maps, Page 57, and more particularly described as follows:

Beginning at a iron pipe set on the Northeasterly line of San Francisco-San Jose Road at the Westernmost corner of Lot 17, as said Road and Lot are shown upon the map above referred to; thence from said point of beginning, S 56° 34' E along said Northeasterly line of San Francisco-San Jose Road, 49.87 feet to the Westernmost corner of that certain parcel of land described in the Deed from James Vanoli to Helen Vanoli, dated May 2, 1956 and recorded May 3, 1956 in Book 3484 of Official Records, Page 230, Santa Clara County Records, thence N 33° 20' 55" E, along the Northwesterly line of land so described in Deed to said Vanoli, 165.00 feet to the Northernmost corner thereof on the Northeasterly line of said Lot 17; thence N 56° 34' W along said last named line, 49.45 feet to the Northernmost corner of said Lot 17; thence S 33° 33' W along the Northwesterly line of said Lot 17, for a distance of 165.00 feet to the point of beginning.

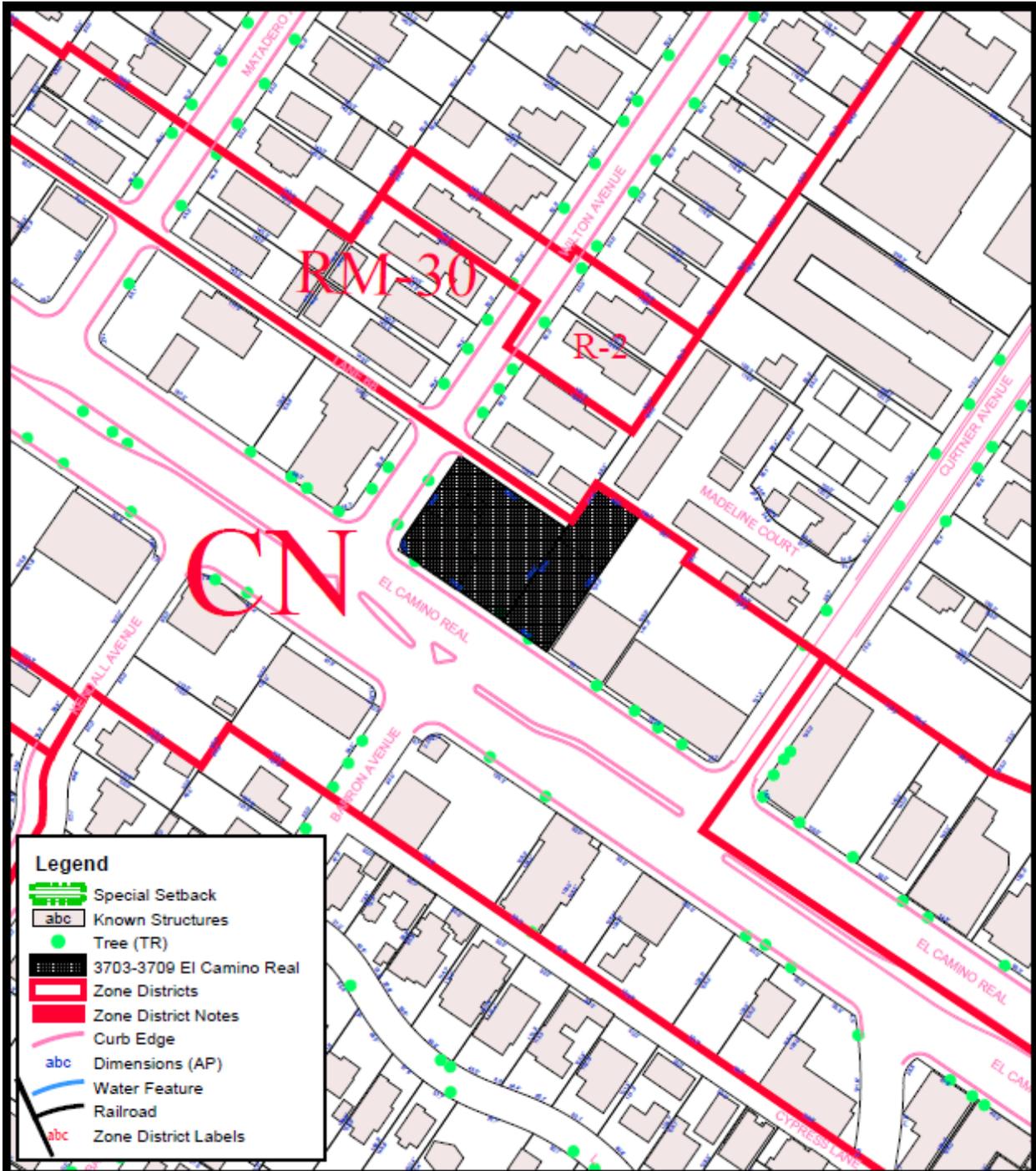
Excepting therefrom that portion condemned to the City of Palo Alto by Final Judgment of Condemnation recorded October 9, 1967 in Book 7886, Page 490, Series No. 3299866, Official Records, described as follows:

Beginning at the point of intersection of the Northeasterly line of El Camino Real (96 feet wide), with the Northwesterly line of Lot 17, as shown upon the map entitled, "Map of the J.J. Morris Real Estate Company's Subdivision of a part of the William M. Curtner Tract", recorded March 30, 1905 in Book "K" of Maps, Page 57, Records of Santa Clara County, California; thence N 33° 11' E along said last mentioned line, 10.00 feet; thence S 56° 55" E, parallel with said Northeasterly line, 49.87 feet; thence S 33° 11' W, parallel with said Northwesterly line, 10.00 feet to a point on said Northeasterly line, thence N 56° 55' W along last mentioned line, 49.87 feet to the point of beginning, being a portion of said Lot 17.

Together with the rights reserved in the Final Judgment of Condemnation by and between the City of Palo Alto and Thomas Fred Heacos, et al, recorded October 9, 1967 in Book 7886, Page 490, Series No. 3299866, Official Records, to wit:

The right to use the existing improvements which are located partially within and partially without the boundaries of said parcel. Such use shall terminate as to said parcel in the event the improvement thereon is substantially damaged from any cause, in which event the reconstructed improvements must be situated without the boundaries of said parcel.

APN: 132-41-085



Existing Zoning Map -
3703-3709 El Camino Real

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

A north arrow pointing upwards and a scale bar showing 0 to 100 feet.

ACTION NO. 2019-_____

**RECORD OF THE COUNCIL OF THE CITY OF PALO ALTO LAND USE ACTION FOR 3705 EL CAMINO REAL:
ARCHITECTURAL REVIEW AND DESIGN ENHANCEMENT EXCEPTION (18PLN-00136)**

On January 14, 2019, the Council of the City of Palo Alto, after considering all of the evidence presented, approved the Architectural Review application for a four-story, 59-unit affordable rental housing project containing two levels of garage parking and associated site improvements in the CN(AH) (Neighborhood Commercial with Affordable Housing Combining District), making the following findings, determination and declarations:

SECTION 1. Background.

- A. An application for Architectural Review to allow a four-story affordable housing project on the site was submitted on April 19, 2018
- B. The application was filed in conjunction with an application to amend the Zoning District Map to add the Affordable Housing (AH) Combining District to the site.
- C. The Planning and Transportation Commission held a duly noticed public hearing, at which evidence was presented and all persons were afforded an opportunity to be heard, and recommended approval of the Zoning District Map Amendment on September 26, 2018.
- D. The Architectural Review Board held a duly noticed public hearing, at which evidence was presented and all persons were afforded an opportunity to be heard, and recommended approval of the Architectural Review and associated Design Enhancement Exception on December 6, 2016.
- E. The City Council, after reviewing the evidence presented, adopted the recommendations of the Planning and Transportation Commission and Architectural Review Board and approved the Zoning District Map Amendment, Architectural Review, and Design Enhancement Exception for the project, and also waived the project from Citywide Retail Preservation requirements.

SECTION 2. Environmental Review. The proposed project has been determined to be Categorically Exempt per Section 15194 (Affordable Housing Exemption) of the California Environmental Quality Act Guidelines. The project meets the required criteria for this exemption as established in Guidelines Sections 15192 and 15194. A further analysis is provided in the accompanying Notice of Exemption.

SECTION 3. Architectural Review Findings. Architectural Review approval is based on the findings indicated under PAMC Section 18.76.020:

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

The project design is consistent with a number of policies and programs in the Comprehensive Plan, including the following:

Land Use Element	
<ul style="list-style-type: none">• Policy L-2.5: Support the creation of affordable housing units for middle to lower income level earners, such as City and school district employees, as feasible.	The project includes housing units for lower income households exclusively.
<ul style="list-style-type: none">• Policy L-2.4: Use a variety of strategies to stimulate housing, near retail, employment, and transit, in a way that connects to and enhances existing neighborhoods.	The project provides 59 housing units along the El Camino Real corridor, which is a high-quality transit corridor providing connections to retail and employment centers. The project

	provides enhancements to the streetscape, including new and wider sidewalks, landscaping, and street furniture, which enhance the neighborhood.
<ul style="list-style-type: none"> • <u>Program L2.4.7:</u> Explore mechanisms for increasing multi-family housing density near multimodal transit centers. 	The project seeks to utilize the Affordable Housing Combining District, which incentivizes housing density near transit.
<ul style="list-style-type: none"> • <u>Policy L-3.4:</u> Ensure that new multi-family buildings, entries and outdoor spaces are designed and arranged so that each development has a clear relationship to a public street. 	The project’s main entrance is located at the corner of El Camino Real and Wilton Avenue, and provides a clear, intuitive entrance for pedestrians. Outdoor space for the project is located in a raised platform above the garage, which shields residents from noise along the El Camino Real corridor.
<ul style="list-style-type: none"> • <u>Policy L-3.1:</u> Ensure that new or remodeled structures are compatible with the neighborhood and adjacent structures. 	The project provides a transition in height, mass, and scale towards the project rear in order to reflect the medium and lower-density structures and neighborhood to the site rear.
<ul style="list-style-type: none"> • <u>Policy L-4.2:</u> Preserve ground-floor retail, limit the displacement of existing retail from neighborhood centers and explore opportunities to expand retail. 	The project includes a request to waive the retail preservation requirements that are otherwise applicable in order to provide parking and site amenities for project residents.
<ul style="list-style-type: none"> • <u>Policy L-4.15:</u> Recognize El Camino Real as both a local serving and regional serving corridor, defined by a mix of commercial uses and housing. 	The project includes 59 units of affordable housing on the El Camino Real corridor.
<ul style="list-style-type: none"> • <u>Policy L-6.7:</u> Where possible, avoid abrupt changes in scale and density between residential and non-residential areas and between residential areas of different densities. To promote compatibility and gradual transitions between land uses, place zoning district boundaries at mid-block locations rather than along streets wherever possible. 	The project provides a transition in height, mass, and scale towards the project rear in order to reflect the medium and lower-density structures and neighborhood to the site rear. The AH Combining District zone boundary would be at the centerline of the alley in order to provide a transition between the site and the adjacent medium density multifamily zone to the north.
Housing Element	
<ul style="list-style-type: none"> • <u>Policy H2.1:</u> Identify and implement strategies to increase housing density and diversity, including mixed-use development and a range of unit styles, near community services. Emphasize and encourage the development of affordable and mixed income housing to support the City’s fair share of the regional housing needs and to ensure that the City’s population remains economically diverse. 	The project seeks to utilize the Affordable Housing Combining District, which provides increased density for projects proposing 100% affordable units. The site is located near a range of community services, retail and restaurant establishments, and employment centers.
<ul style="list-style-type: none"> • <u>Program H2.1.1:</u> To allow for higher density residential development, consider amending the 	The project seeks an amendment to the zoning district map in order to permit the

<p>zoning code to permit high-density residential in mixed use or single use projects in commercial area within one-half mile of fixed rail stations and to allow limited exceptions to the 50-foot height limit for Housing Element sites within one –quarter mile of fixed rail stations.</p>	<p>proposed higher units density along El Camino Real, which is a high-quality transit corridor.</p>
<ul style="list-style-type: none"> • <u>Program H2.1.2:</u> Allow increased residential densities and mixed use development only where adequate urban services and amenities, including roadway capacity, are available. 	<p>The site includes all necessary urban services and utilities to service the project.</p>
<ul style="list-style-type: none"> • <u>Program H2.1.4:</u> Amend the Zoning Code to create zoning incentives that encourage the development of smaller, more affordable housing units, including units for seniors, such as reduced parking requirements for units less than 900 square feet and other flexible development standards. 	<p>The project’s housing units are a mix of studio and 1-bedroom apartments for rent, all of which would be less than 900 square feet.</p>
<ul style="list-style-type: none"> • <u>Program H2.1.6:</u> Consider density bonuses and/or concessions including allowing greater concessions for 100% affordable housing developments. 	<p>The project is not considered a density bonus project, however, the AH Combining District regulations allow for more flexible development standards, including minimum parking, maximum height, coverage, and unit density, than the underlying CN district.</p>
<ul style="list-style-type: none"> • <u>Program H2.2.8:</u> Assess the potential of removing maximum residential densities (i.e. dwelling units per acre) in mixed use zoning districts to encourage the creation of smaller housing units within the allowable Floor Area Ratio (FAR), and adopt standards as appropriate. 	<p>The AH Combining District removes maximum unit density as a development standard entirely.</p>
<ul style="list-style-type: none"> • <u>Program H2.1.10:</u> As a part of planning for the future of El Camino Real, explore the identification of pedestrian nodes (i.e. “pearls on a string”) consistent with the South El Camino Design Guidelines, with greater densities in these nodes than in other areas. 	<p>The site is located in the Barron-Ventura District in the South El Camino Design Guidelines, which calls for buildings to enhance the pedestrian environment. The project includes a number of pedestrian-oriented features, including a lobby on El Camino Real, a widened sidewalk, and street furniture and landscaping.</p>
<ul style="list-style-type: none"> • <u>Program H2.2.6:</u> On parcels zoned for mixed use, consider allowing exclusively residential use on extremely small parcels through the transfer of zoning requirements between adjacent parcels to create horizontal mixed use arrangements. If determined to be appropriate, adopt an ordinance to implement this program. 	<p>The underlying CN zone allows for a mix of residential and commercial uses. With the AH Combining District, the site would be permitted to construct an exclusively residential project.</p>
<ul style="list-style-type: none"> • <u>Program H3.1.5:</u> Encourage the use of flexible development standards, including floor-area ratio limits, creative architectural solutions, and green 	<p>The requested AH Combining District would provide the project with a number of flexible development standards in order to incentivize</p>

building practices in the design of projects with a substantial BMR component.	the production of affordable housing, including relaxed standards for density, floor area ratio, height, and parking.
<ul style="list-style-type: none"> • <u>Program H3.1.12:</u> Amend the Zoning Code to provide additional incentives to developers who provide extremely low-income (ELI), very low-income, and low income housing units, above and beyond what is required by the Below Market Rate program, such as reduced parking requirements for smaller units, reduced landscaping requirements, and reduced fees. 	The requested AH Combining District would provide the project with a number of flexible development standards in order to incentivize the production of affordable housing, including relaxed standards for density, floor area ratio, height, and parking.

The site is located on El Camino Real, and accordingly, the project has been evaluated relative to the El Camino Real and South El Camino Real Design Guidelines as applicable. The project includes a number of design elements that are consistent with these Guidelines, including the following:

<u>Barron-Ventura District Vision:</u> New buildings should front El Camino Real with a scale appropriate to a neighborhood commercial district. Street level facades should have numerous pedestrian amenities. Street level facades should also be highly transparent from the sidewalk	The project includes a building with a minimal setback on El Camino Real and Wilton Avenue in order to provide the higher-density scale that is appropriate for the El Camino Real corridor. The project includes a number of pedestrian amenities, including a large open space patio, street trees and other landscaping, and street furniture. The street level facades are a combination of highly transparent facades and board-formed concrete.
<u>Build-to Lines:</u> Buildings should be built up to the sidewalk to reinforce the definition and importance of the street. [...] On parcels located in node areas, a minimum of seventy-five percent of the El Camino Real frontage must be comprised of building mass built up the build-to setback line.\	The building is designed in compliance with the required build-to lines in order to provide an urban form along the El Camino Real and Wilton Avenue frontages.
<u>Corner Parcels:</u> For corner parcels, the building should be built up to the setback line in order to define the corner[...] In node areas, the building should continue at the side street setback line for a minimum of fifty percent of the side street property frontage.	The project is located on a corner and adheres to the required setbacks on the main street frontages of El Camino Real and Wilton Avenue.
<u>Minimum height:</u> Building should have a minimum height of twenty-five feet in order to provide a presence in scale with El Camino Real.	The building proposes a total height of 49 feet on the El Camino Real frontage.
<u>Limited Driveway Access from El Camino Real:</u> New developments should minimize driveways and curb cuts to reduce impacts on El Camino Real traffic flow and on-street parking.	The project eliminates an existing curb cut on El Camino Real, and instead provides vehicle connection to the site via the rear alley.
<u>Alley Access:</u> Properties with rear alleys are strongly encouraged to have all vehicles access from the alley.	Vehicles would access the site from the rear alley.

<p><u>Usable Amenities:</u> Landscape and hardscape features should not just be visually appealing, but also function as open space amenities to be used and enjoyed[...]Amenities should be functional as well as visually appealing, with seating, tables, canopies and covering trellises.</p>	<p>The project includes landscape and hardscape amenities along the street frontages, as well as in a rear courtyard patio that includes tables, a covered trellis, and a barbeque.</p>
<p><u>Privacy of Adjacent Residential Uses:</u> Privacy of existing residential properties must be protected through screening and landscaping. Fencing, shrubbery, trellises, and high windows should be used to protect views into residential properties.</p>	<p>The project includes an offer to upgrade the fence of the adjacent neighbor in order to provide enhanced privacy for adjacent multifamily residents. The majority of the project’s units would be stepped back from the adjacent multifamily building, and would be further screened by ground level landscaping.</p>
<p><u>Minimum Alley Setback:</u> Buildings and landscaping should be set back to create a 20-foot minimum clearance. Where alleys intersect with streets, adequate sight distances and building setbacks should be provided.</p>	<p>The existing 20 foot clearance in the alley would be maintained with the project. The building is stepped back at the corner of the alley and Wilton Avenue in order to provide adequate sight lines for pedestrians and vehicles.</p>
<p><u>Orientation to Alley:</u> Buildings should have windows and doors oriented towards the alley. Although it is not expected that a building will have as many doors and windows facing the alley as it does El Camino Real, the openings that do face the alley should have a human scale and details. Alley-accessed parking should include well-designed, covered rear building entries, or connect to front entries through generously proportioned pedestrian passageways.</p>	<p>The majority of the building immediately adjacent to the alley consists of a one-level parking garage, which provides a transition in scale compared to the higher massing profile on Wilton Avenue and El Camino Real.</p>
<p><u>Articulated Facades:</u> In order to create a cohesive streetscape, building facades should be articulated with a building base, body, and roof or parapet edge.</p>	<p>The building includes an articulated façade using a number of high quality materials, including terra cotta tile, stucco, and board-formed concrete. The building is identifiably composed with a base, body, and roof.</p>
<p><u>Corners:</u> Corners should be addressed with special features such as prominent entries, massing, and architectural elements.</p>	<p>The corner of the building at El Camino Real and Wilton Avenue includes the main entrance, as well as enhanced sections of terra cotta tile in order to lend prominence and importance to this area.</p>
<p><u>Architectural Expression of Building Entries:</u> Entries should be marked by architectural features that emphasize their importance. Features such as tall building features, projecting overhangs, special lighting, awnings and signage can signify the location and importance of an entry.</p>	<p>The primary entrance is located at the corner and is distinguished by enhanced sections of terra cotta tile, as well as a canopy overhang and areas for signage and pedestrian scale lighting.</p>
<p><u>Expression of Habitation:</u> Residential or mixed-use residential projects should incorporate elements that</p>	<p>The fenestration of the building is identifiably residential and stimulates visual interest to</p>

signal habitation such as entrances, stairs, porches, bay and balconies that are visible to people on the street.	people on the street.
<u>Articulation and Depth:</u> Building elevations should have variation and depth, rather than a false front treatment. Varies massing, projections, and recesses can be used to create a sense of articulation and depth.	The street facades are varied, with the upper levels overhanging the first in order to provide a sense of articulation.
<u>Active Street Frontage:</u> Residential projects should maintain an active ground floor street frontage. Uses such as lobbies, community rooms, and habitable outdoor terraces and plazas should be situated along ground floor street frontage.	The El Camino Real-facing façade includes an active ground floor program composed of a lobby, community meeting room, and bicycle parking areas.
<u>Partially-Recessed or Underground Garage Treatment:</u> Where parking is provided in a partially-submerged/split level garage, the ventilated garage façade should be completely screened with architectural and landscape devices.	The project includes two levels of parking, one of which is underground. The garage vents would be screened with vines and other landscaping along the alley frontage.

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

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

The project includes an intuitive program that would be desirable for future residents, visitors and the community. The building contains a main entrance at the corner of El Camino Real and Wilton Avenue, with two levels of vehicle parking accessed via the rear alley. An existing heritage oak tree on the site contributes beneficial canopy and habitat on the site, and will be protected during construction. The building includes a stepped massing away from El Camino Real, which provides a transition in scale, mass, and character to the two-story multifamily apartments across the rear alley from the site. The project has eliminated a previously proposed roof deck on an upper level, which will help mitigate potential privacy and noise concerns for the adjacent multifamily residents, and includes an offer to upgrade the neighboring property’s alley fence. The project is consistent with the context-based design criteria in PAMC 18.16.090(b) for the underlying CN zone, and which are included below:

1. Pedestrian and Bicycle Environment

The design of new projects shall promote pedestrian walkability, a bicycle friendly environment, and connectivity.

The project has been designed to enhance the pedestrian environment on El Camino Real by pulling the building to the sidewalk, increasing the sidewalk width, eliminating an existing curb cut on El Camino Real, and providing street level landscaping and furniture. The project promotes cycling by providing two long-term bicycle storage areas with direct access to El Camino Real, which provides

convenient bicycle parking for residents and employees. The project relegates vehicle access to the rear alley, which prioritizes the pedestrian and bicycle experience while also providing sufficient vehicle connectivity and parking.

2. Street Building Facades

Street facades shall be designed to provide a strong relationship with the sidewalk and the street (s), to create an environment that supports and encourages pedestrian activity.

The project has its primary entry and lobby at the corner of El Camino Real and Wilton Avenue, which provides an intuitive and pedestrian-oriented building program with a strong relationship to the street. The building adheres to the required build-to line regulations, which require buildings to adhere to “maximum” setbacks in order to provide an urban form along the El Camino Real corridor. The project also includes street landscaping and furniture to enhance the pedestrian environment.

3. Massing and Setbacks

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

The project conforms to the required setbacks for the CN zone along El Camino Real and Wilton Avenue, and has requested a Design Enhancement Exception to allow encroachments into the rear and alley side setbacks. The project has been designed to push the majority of the massing to the primary El Camino Real and Wilton Avenue frontages, and provides a reduced height and massing on the alley frontage. Scale has been minimized through the use and arrangement of varied building materials, such as terra cotta tile, stucco, and board-formed concrete, as well as articulation of the primary facades.

4. Low Density Residential Transitions

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

The project provides a transition in height, mass, and scale to the rear in order to better reflect the existing pattern of development to the north of the site, which includes an abutting apartment building across the rear alley, as well as single family homes beyond.

5. Project Open Space

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

Open space is provided at the rear of the site in a raised courtyard patio above the at-grade parking level, and would provide usable amenities, including seating, a trellis, and barbeque area for residents, visitors, and employees

6. Parking Design

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

Parking is provided in two garage levels accessible from the alley at the rear of the site, and would not be visible from the two main street elevations on El Camino Real and Wilton Avenue. The project would widen the sidewalks along El Camino Real and Wilton Avenue in order to enhance the pedestrian environment for residents and passers-by.

7. Large Multi-Acre Sites

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

This site is less than an acre. Therefore, this context-based criteria is not applicable.

8. Sustainability and Green Building Design

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

The building will satisfy the requirements for CALGreen Mandatory + Tier 2 in accordance with the City's Green Building Regulations, As summary of the green building features of the project is demonstrated on the GB sheets in the plan set.

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

The project contains a variety of compatible, durable and high quality materials, including terra cotta tiles, board formed concrete, and stucco of various colors. The materials are largely earth-tone and muted, but also provide a cohesive and unified architectural statement. Architectural details, such the use of a second floor overhang, sunshades, and an articulated glass façade on the ground level, also stimulate visual interest and will enhance the streetscape appearance of the site.

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

The project has been designed appropriately for a building along an urban commercial corridor. The El Camino Real frontage includes the pedestrian lobby, as well as two dedicated bicycle rooms with direct access to the street to encourage cycling. Vehicle access for the project is off of the rear alley, which would reduce vehicle queuing on El Camino Real and provide superior access management than curb cuts along the primary frontages. The alley frontage also contains a trash room, which is appropriately arranged to allow for necessary building operations. Open space on the site consists of a podium courtyard above the ground-level parking garage, which contains a variety of site amenities and landscaping.

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

The landscaping for the site consists of a number of appropriate, edible, fragrant, and indigenous plants, including citrus trees, lavender, sage, and toyon shrubs, and a variety of grasses and groundcovers. The landscaping is arranged adjacent to and within the public rights-of-way on the site frontages, as well as in the podium courtyard and rear landscape area. The landscaping enhances the building design, as well as the attractiveness and usability of the project's open space area. Additionally, vines are proposed to cover the garage vents at the rear alley, which will provide an appropriate screen for adjacent residents.

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

In accordance with the City's Green Building Regulations, the building will satisfy the requirements for CALGreen Mandatory + Tier 2. A summary of the project's compliance is on sheet GB-1 of the plans. The project includes a number of measures including storm water drainage, heritage tree protection, electric vehicle charging outlets, a solar-ready roof. Site planning emphasizes the primacy of pedestrians and cyclists accessing the site frontage, and enhances connections with nearby transit services.

SECTION 4. Architectural Review Approval Granted. Architectural Review Approval is hereby granted for the Project by the City Council pursuant to PAMC Section 18.77.070 of the Palo Alto Municipal Code based on the foregoing findings and subject to the conditions of approval in Section 7 of this Record.

SECTION 5. Design Enhancement Exception Findings. Design Enhancement Exception approval is based on the findings indicated under PAMC Section 18.76.050:

Finding #1: There are exceptional or extraordinary circumstances or conditions applicable to the property or site improvements involved that do not apply generally to property in the same zone district;

The site includes two legal lots on a corner that, when merged, place the front lot line on Wilton Avenue rather than El Camino Real. The vast majority of lots along the El Camino Real corridor contain front lot lines along El Camino Real, and otherwise contain zero-lot lines for commercial components of projects in the CN zoning district. The project does not contain a commercial component, however, ground floor uses are exclusively amenities and site parking, and do not contain any residential units. The requested Design Enhancement Exception would allow for the garage and bicycle parking room to encroach into the street side (alley) setback and rear (commercial-abutting) setback, the latter of which would be permitted by-right if the El Camino Real frontage were narrower than Wilton Avenue's or if the ground floor contained a commercial use, rather than residential amenity use. Given these zoning constraints, there are exception and extraordinary circumstances applicable to the property and project that do not apply generally to property in the same zoning district.

Finding #2: The granting of the application will enhance the appearance of the site or structure, or improve the neighborhood character of the project and preserve an existing or proposed architectural style, in a manner which would not otherwise be accomplished through strict application of the

minimum requirements of this title (Zoning) and the architectural review findings set forth in Section 18.76.020(d); and

The Design Enhancement Exception to allow setback encroachments for the garage and bicycle room will allow for a functional garage ramp to access the underground parking level, which reduces the impact of surface parking on the site. The DEE also allows for additional structured parking for the project that would otherwise be required to conform to the street side and rear setbacks. As discussed above, the DEE would not be necessary should the project include a commercial component or deeper lot configuration, and will allow for a function garage space that also provides for a continuous streetscape appearance along El Camino Real.

Finding #3: The exception is related to a minor architectural feature or site improvement that will not be detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety, general welfare or convenience.

The exception is for accessory parking uses that are excluded from Gross Floor Area and will not be detrimental or injurious to property or improvements in the vicinity or detrimental to the public health, safety, general welfare, or convenience.

SECTION 6. Design Enhancement Exception Granted. Design Enhancement Exception approval hereby is granted for rear and street side yard setback encroachments for vehicle and bicycle garage parking, effective [DATE] based on the foregoing findings and subject to the conditions of approval in Section 7 of this Record. The granting of this Design Enhancement Exception does not constitute a variance, and shall be effective only to the extent that the approved plans are not changed in a manner that affects the granted exception.

SECTION 7. Retail Preservation Requirements Waived. In accordance with the Affordable Housing (AH) Combining District regulations in PAMC Section 18.30(J).060, the Council determines that it is in the public interest to waive the project from the Retail Preservation requirements that are otherwise applicable per PAMC Section 18.40.180.

SECTION 8. Effective Date. The approvals memorialized in this Record of Land Use Action shall be effective on the same date that the accompanying ordinance applying the Affordable Housing (AH) combining district to the subject property takes effect.

SECTION 9. Conditions of Approval.

PLANNING

1. **CONFORMANCE WITH PLANS.** Use and development shall be conducted in substantial conformance with the approved plans entitled, "Wilton Court Apartments," dated November 20, 2018 on file with the Planning Department, 250 Hamilton Avenue, Palo Alto, California except as modified by these conditions of approval.
2. **BUILDING PERMIT.** Apply for a building permit and meet any and all conditions of the Planning, Fire, Public Works, and Building Departments.
3. **BUILDING PERMIT PLAN SET.** The approval letter including all Department conditions of approval for the project shall be printed on the plans submitted for building permit.

4. SPECIAL NEEDS HOUSING UNITS. The project shall provide no less than 25% of the total dwelling units in the development to individuals with special needs as defined in Section 51312 of the Health and Safety Code, including but not limited to individuals with mental, physical, and developmental disabilities.
5. ARB SUBCOMMITTEE. Prior to the issuance of building permits, the applicant shall return to the ARB subcommittee for approval of the following items, to the satisfaction of the Director of Planning and Community Environment:
 - a. Update the landscaping plan to show, to the degree feasible, street trees along the El Camino Real frontage, or other significant landscaping.
 - b. Enhance the corner of the building at the intersection of El Camino Real and Wilton Avenue to make it a more visible and distinctive part of the building.
 - c. Modify the color and texture of the alley-facing elevation to better relate to the rest of the building.
6. VAPOR INTRUSION PREVENTION. Prior to issuance of building permits, the applicant shall submit for City of Palo Alto review the design of engineering controls and sufficient information about construction and operation parameters as are determined by City and/or County of Santa Clara Department of Environmental Health, Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control to be needed to assure that the future occupants would not be impacted by current or future soil vapor intrusion. Common engineering controls that could be installed beneath the proposed structures and within the underground parking garage to prevent soil vapor intrusion into the structures include soil vapor barriers placed beneath the proposed structure and installation of an exhaust ventilation system in the parking garage, engineered to ventilate VOCs in addition to vehicle exhaust. The engineering controls shall be routinely inspected per equipment specifications to ensure proper functioning and that the system components have not degraded. The system shall include a monitoring device or alarm to alert the facility manager if the system fails.
7. SUBDIVISION. The applicant shall submit a Certificate of Compliance to merge the two lots constituting the project site in compliance with the Palo Alto Municipal Code and Subdivision Map Act. The certificate of compliance and any associated agreements shall be finalized and recorded with the Santa Clara County Clerk-Recorder prior to issuance of building permits.
8. NOISE. The use of the podium courtyard shall at all times be in conformance with the Noise Ordinance (PAMC Chapter 8).
9. LIGHTING. All exterior lighting associated with the podium courtyard shall be oriented downward and away from City rights of way and adjacent properties. Light filaments and bulbs shall not be visible at the property line in order to prevent glare.
10. PROJECT MODIFICATIONS: All modifications to the approved project shall be submitted for review and approval prior to construction. If during the Building Permit review and construction phase, the project is modified by the applicant, it is the responsibility of the applicant to contact the Planning Division/project planner directly to obtain approval of the project modification. It is the applicant's responsibility to highlight any proposed changes to the project and to bring it to the project planner's attention.

11. PROJECT EXPIRATION. The project approval shall automatically expire after two years from the original date of approval, if within such two year period, the proposed use of the site or the construction of buildings has not commenced pursuant to and in accordance with the provisions of the permit or approval. Application for a one year extension of this entitlement may be made prior to the expiration. (PAMC 18.77.090(a))
12. INDEMNITY: To the extent permitted by law, the Applicant shall indemnify and hold harmless the City, its City Council, its officers, employees and agents (the “indemnified parties”) from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside or void, any permit or approval authorized hereby for the Project, including (without limitation) reimbursing the City for its actual attorneys’ fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its own choice.
13. FINAL INSPECTION: A Planning Division Final inspection will be required to determine substantial compliance with the approved plans prior to the scheduling of a Building Division final. Any revisions during the building process must be approved by Planning, including but not limited to; materials, landscaping and hard surface locations. Contact your Project Planner, Jodie Gerhardt at Graham.Owen@CityofPaloAlto.org to schedule this inspection.

TRANSPORTATION

Prior to issuance of building permits, the applicant shall provide the following information, clarifications, and notes on the project plans:

14. The zoning standards applied to this project require submittal and approval of a Transportation Demand Management (TDM) plan. The applicant shall prepare and submit a final TDM plan for review and approval by the Director of Planning and Community Environment. The TDM plan shall include measures and strategies to reduce evening peak-hour motor vehicle trips arriving and departing the site by a minimum of 30%. The TDM plan shall include an annual monitoring plan to determine compliance with the trip reduction target. If results from the monitoring reports show the target was not achieved, the Director of Planning & Community Environment may require changes to the TDM program or impose administrative penalties if deficiencies are not addressed within six months.
15. OFF-SITE IMPROVEMENTS: As part of this project, the following off-site improvements shall be required and constructed to the satisfaction of the City prior to final occupancy.
 - a. The required 12-foot sidewalk along the El Camino Real frontage shall be paved with city-standard sidewalk and free of vertical obstructions with the exception of street trees, street furniture, lighting, and other approved furnishings.
 - b. Driveway on the alley shall be at sidewalk grade as per Palo Alto Public Works drawing 120. It may be modified to include curb in lieu of layers if desired. Adjust grading and drainage as required.
 - c. Modifications or replacement of the curb ramps adjacent to project frontage required. At a minimum replace the Caltrans Case-C curb ramp with Caltrans Case-A ramp to provide a curbless sidewalk area. Adjust grading and drainage as required.

URBAN FORESTRY

Prior to issuance of building permits, the applicant shall provide the following information, clarifications, and notes on the project plans:

16. Tree protection, fencing alignments and type, shall be shown for all trees retained on the site.
17. Tree Replacement will meet the Urban Forest Master Plan Policy of No Net Loss of tree canopy. The project applicant shall supply canopy diameters of trees currently on site and expected diameters of newly planted trees at 15 years of growth. In general, small stature tree species are expected to have a canopy 15' in diameter, medium stature 25' and large stature 35'.
 - a. Trees along El Camino Real will be large stature at maturity, drought tolerant and of a species that is native or climate adaptive. California sycamore (*Platanus racemosa*) or an approved alternate with similar attributes.
 - b. Site identified for potted plants along El Camino Real shall be planted with large stature trees. Potted plants are not acceptable unless alternatives are cost-prohibitive due to utility conflicts.
18. The City requires adequate [viable soil](#) volume areas for healthy public trees. The [volume](#) of viable soil to be provided per tree is based on the size of the tree at maturity. Connecting two or more planting sites is ideal and requires 75% of the soil volume per tree as compared to single-site volumes below. Soil cells may be used under the sidewalk or an engineered equivalent.
 - c. 400 cubic feet of rootable soil volume shall be available per small tree,
 - d. 800 cubic feet per medium-sized tree and
 - e. 1200 cubic feet per large-sized tree
19. NEW TREES—PERFORMANCE MEASURES. New trees shall be shown on all relevant plans: site, utility, irrigation, landscape, etc. in a location 10' clear radius from any (new or existing) underground utility or curb cut.
 - a. Add note on the Planting Plan that states, "*Tree Planting. Prior to in-ground installation, Urban Forestry inspection/approval required for tree stock, planting conditions and irrigation adequacy. Contact (650-496-5953).*"
 - b. Landscape Plan tree planting shall state the Urban Forestry approved species, size and using Standard Planting Dwg. #604 for street trees or those planted in a parking median, and shall note the tree pit dug at least twice the diameter of the root ball. Wooden cross-brace is prohibited.
 - c. Add note on the Planting & Irrigation Plan that states, "*Irrigation and tree planting in the right-of-way requires a street work permit per CPA Public Works standards.*"
 - d. Landscape plan shall include planting preparation details for trees specifying digging the soil to at least 30-inches deep, backfilled with a quality topsoil and dressing with 2-inches of wood or bark mulch on top of the root ball keeping clear of the trunk by 1-inch.
 - e. Automatic irrigation bubblers shall be provided for each tree. Standard Dwg. #513 shall be included on the irrigation plans and show two bubbler heads mounted on flexible tubing placed at the edge of the root ball. The tree irrigation system shall be connected to a separate valve

from other shrubbery and ground cover, pursuant to the City's Landscape Water Efficiency Standards. Bubblers mounted inside an aeration tube are prohibited.

20. TREE PROTECTION COMPLIANCE. The owner and contractor shall implement all protection and inspection schedule measures, design recommendations and construction scheduling as stated in the TPR & Sheet T-1, and is subject to code compliance action pursuant to PAMC 8.10.080. The required protective fencing shall remain in place until final landscaping and inspection of the project. Project arborist approval must be obtained and documented in the monthly activity report sent to the City. The mandatory Contractor and Arborist Monthly Tree Activity Report shall be sent monthly to the City (pwps@cityofpaloalto.org) beginning with the initial verification approval, using the template in the Tree Technical Manual, Addendum 11.
21. PLAN CHANGES. Revisions and/or changes to plans before or during construction shall be reviewed and responded to by the (a) project site arborist, or (b) landscape architect with written letter of acceptance before submitting the revision to the Building Department for review by Planning, PW or Urban Forestry.
22. TREE DAMAGE. Tree Damage, Injury Mitigation and Inspections apply to Contractor. Reporting, injury mitigation measures and arborist inspection schedule (1-5) apply pursuant to TTM, Section 2.20-2.30. Contractor shall be responsible for the repair or replacement of any publicly owned or protected trees that are damaged during the course of construction, pursuant to Title 8 of the Palo Alto Municipal Code, and city Tree Technical Manual, Section 2.25.
23. GENERAL. The following general tree preservation measures apply to all trees to be retained: No storage of material, topsoil, vehicles or equipment shall be permitted within the tree enclosure area. The ground under and around the tree canopy area shall not be altered. Trees to be retained shall be irrigated, aerated and maintained as necessary to ensure survival.
24. BUILDING PERMIT SUBMITTAL- PROJECT ARBORIST CERTIFICATION LETTER. Prior to submittal for staff review, attach a Project Arborist Certification Letter that he/she has; (a) reviewed the entire building permit plan set submittal and, (b) verified all his/her updated TPR mitigation measures and changes are incorporated in the plan set, (c) affirm that ongoing Contractor/Project Arborist site monitoring inspections and reporting have been arranged with the contractor or owner (see Sheet T-1) and, (d) understands that design revisions (site or plan changes) within a TPZ will be routed to Project Arborist/Contractor for review prior to approval from City.
25. TREE PROTECTION VERIFICATION. Prior to any site work verification from the contractor that the required protective fencing is in place shall be submitted to the Urban Forestry Section. The fencing shall contain required warning sign and remain in place until final inspection of the project.
26. EXCAVATION RESTRICTIONS APPLY (TTM, Sec. 2.20 C & D). Any approved grading, digging or trenching beneath a tree canopy shall be performed using 'air-spade' method as a preference, with manual hand shovel as a backup. For utility trenching, including sewer line, roots exposed with diameter of 1.5 inches and greater shall remain intact and not be damaged. If directional boring method is used to tunnel beneath roots, then Table 2-1, Trenching and Tunneling Distance, shall be printed on the final plans to be implemented by Contractor.

27. OBLIGATION TO MONITOR AND PROTECT NEIGHBORING TREES. Project site arborist will protect and monitor neighboring trees/protected redwood/protected oak during construction and share information with the tree owner. All work shall be done in conformance with State regulations so as to ensure the long term health of the tree. Project site arborist will request-access to the tree on the neighboring property as necessary to measure an exact diameter, assess condition, and/or perform treatment. If access is not granted, monitoring and any necessary treatment will be performed from the project site.

FIRE

Prior to issuance of building permits, the applicant shall provide the following information, clarifications, and notes on the project plans:

28. Install a NFPA 13 fire sprinkler, NFPA 14 standpipe, NFPA 24 underground fire svc, NFPA 72 fire alarm system and an Emergency Responder Radio (DAS) Sys.
29. Provide Code analysis allowing only 1 exit from the Garage Level B1 parking area. The 2016 CBC Table 1006.3.2(2) requires 2 exits from this area if the occupant load exceeds 29 persons. The occupant load calculated for this area is 38 for 7657 sq ft. On Sht TS0.0 under project data Garage Level B1 is shown as 988 sq ft. On Sht TS0.1 the Garage Level B1 is shown as 7657 sq ft. Please clarify.
30. Upgrade public fire hydrant located in front of 480 Wilton Ave to a Clow model 76.
31. Provide exterior elevations on the plan sets with dimensions.
32. Roof access will be the way of fixed ladders at the top of the stairwell enclosure with min 4'x4' roof hatches. Roof hatches shown can be reduced in size if needed.
33. Elevator shall be sized to accommodate a gurney and 2 attending medical personnel.

PUBLIC WORKS – ENGINEERING

Prior to issuance of building and grading permits, the applicant shall provide the following information, clarifications, and notes on the project plans:

34. STORM WATER TREATMENT: This project shall comply with the storm water regulations contained in provision C.3 of the NPDES municipal storm water discharge permit issued by the San Francisco Bay Regional Water Quality Control Board (and incorporated into Palo Alto Municipal Code Chapter 16.11). These regulations apply to land development projects that create or replace 10,000 square feet or more of impervious surface, and restaurants, retail gasoline outlets, auto service facilities, and uncovered parking lots that create and/or replace 5,000 square feet or more of impervious surface. In order to address the potential permanent impacts of the project on storm water quality, the applicant shall incorporate into the project a set of permanent site design measures, source controls, and treatment controls that serve to protect storm water quality, subject to the approval of the Public Works Department. The applicant shall identify, size, design and incorporate permanent storm water pollution prevention measures (preferably landscape-based treatment controls such as bioswales, filter strips, and permeable pavement rather than mechanical devices that require long-term maintenance) to treat the runoff from a "water quality storm" specified in PAMC Chapter 16.11 prior to discharge to the municipal storm drain system. Effective February 10,

2011, regulated projects, must contract with a qualified third-party reviewer during the planning review process to certify that the proposed permanent storm water pollution prevention measures comply with the requirements of Palo Alto Municipal Code Chapter 16.11.

A stamped and signed letter from the third party reviewer confirming which documents they reviewed and that the proposed C.3 design is in compliance with MRP 2.0 Provision C.3 and PAMC 16.11 and this C.3 Data Form (http://www.scvurppp-w2k.com/pdfs/1112/SCVURPPP_C.3_Data_Form_final_2012.pdf) completely filled out and stamped and signed as approved by the qualified third party reviewer must be submitted in advance of PWE approving the Planning application.

Within 45 days of the installation of the required storm water treatment measures and prior to the issuance of an occupancy permit for the building, third-party reviewer shall also submit to the City a certification for approval that the project's permanent measures were constructed and installed in accordance to the approved permit drawings.

35. EL CAMINO REAL SIDEWALK. The applicant shall be required to dedicate the additional portion of land to create a 12' sidewalk on El Camino Real. Please clearly show this 12' clear dimension on plans to confirm proposed improvements do not encroach into the 12'.
36. SIDEWALK, CURB & GUTTER: As part of this project, the applicant must all existing sidewalks, curbs, gutters or driveway approaches in the public right-of-way along the frontage(s) of the property. The site plan submitted with the building permit plan set must show the extent of the replacement work . The plan must note that any work in the right-of-way must be done per Public Works' standards by a licensed contractor who must first obtain a *Street Work Permit* from Public Works at the Development Center.
37. BASEMENT DRAINAGE: Due to high groundwater throughout much of the City and Public Works prohibiting the pumping and discharging of groundwater, perforated pipe drainage systems at the exterior of the basement walls or under the slab are not allowed for this site. A drainage system is, however, required for all exterior basement-level spaces, such as lightwells, patios or stairwells. This system consists of a sump, a sump pump, a backflow preventer, and a closed pipe from the pump to a dissipation device onsite at least 10 feet from the property line, such as a bubbler box in a landscaped area, so that water can percolate into the soil and/or sheet flow across the site. The device must not allow stagnant water that could become mosquito habitat. Additionally, the plans must show that exterior basement-level spaces are at least 7-3/4" below any adjacent windowsills or doorsills to minimize the potential for flooding the basement. Public Works recommends a waterproofing consultant be retained to design and inspect the vapor barrier and waterproofing systems for the basement.
38. BASEMENT SHORING: Shoring for the basement excavation, including tiebacks, must not extend onto adjacent private property or into the City right-of-way without having first obtained written permission from the private property owners and/or an encroachment permit from Public Works.
39. DEWATERING: Proposed underground garage excavation may require dewatering during construction. Public Works only allows groundwater drawdown well dewatering. Open pit groundwater dewatering is disallowed. Dewatering is only allowed from April 1 through October 31 due to inadequate capacity in our storm drain system. The geotechnical report for this site must list

the highest anticipated groundwater level; if the proposed project will encounter groundwater, the applicant must provide all required dewatering submittals for Public Works review and approval prior to grading permit issuance. Public Works has dewatering submittal requirements and guidelines available at the Development Center and on our website:

http://www.cityofpaloalto.org/depts/pwd/forms_and_permits.asp

40. GRADING & EXCAVATION PERMIT: An application for a grading & excavation permit must be submitted to Public Works when applying for a building permit. The application and guidelines are available at the Development Center and on our website.
41. STORM WATER POLLUTION PREVENTION: The City's full-sized "Pollution Prevention - It's Part of the Plan" sheet must be included in the plan set. The sheet is available here:
<http://www.cityofpaloalto.org/civicax/filebank/documents/2732>
42. WORK IN THE RIGHT-OF-WAY: The plans must clearly indicate any work that is proposed in the public right-of-way, such as sidewalk replacement, driveway approach, or utility laterals. The plans must include notes that the work must be done per City standards and that the contractor performing this work must first obtain a *Street Work Permit* from Public Works at the Development Center. If a new driveway is in a different location than the existing driveway, then the sidewalk associated with the new driveway must be replaced with a thickened (6" thick instead of the standard 4" thick) section. Additionally, curb cuts and driveway approaches for abandoned driveways must be replaced with new curb, gutter and planter strip.
43. IMPERVIOUS SURFACE AREA: The project will be creating or replacing 500 square feet or more of impervious surface. Accordingly, the applicant shall provide calculations of the existing and proposed impervious surface areas with the building permit application. The *Impervious Area Worksheet for Land Developments* form and instructions are available at the Development Center or on our website.
44. STORMWATER MAINTENANCE AGREEMENT: The applicant shall designate a party to maintain the control measures for the life of the improvements and must enter into a maintenance agreement with the City to guarantee the ongoing maintenance of the permanent C.3 storm water discharge compliance measures. The maintenance agreement shall be executed prior to issuance of the Building and/or Grading permit. The City will inspect the treatment measures yearly and charge an inspection fee.
45. LOGISTICS PLAN: The contractor must submit a logistics plan to the Public Works Department prior to commencing work that addresses all impacts to the City's right-of-way, including, but not limited to: pedestrian control, traffic control, truck routes, material deliveries, contractor's parking, concrete pours, crane lifts, work hours, noise control, dust control, storm water pollution prevention, contractor's contact, noticing of affected businesses, and schedule of work. The logistics plan shall include measures to maintain pedestrian access on the El Camino Real and Wilton Avenue during construction, and prohibit construction parking and staging on Wilton Avenue.
46. CALTRANS: Caltrans review and approval of this project is required. Caltrans right-of-way across El Camino Real extends from back-of-walk to back-of walk. The City has a maintenance agreement with Caltrans that requires the City to maintain the sidewalk and to issue Street Work Permits for

work done on the sidewalks by private contractors. Caltrans has retained the right to review and permit new ingress/egress driveways off El Camino Real as well as the installation of Traffic Control devices as part of this project.

47. STORM WATER HYDRAULICS AND HYDROLOGY: Plans provided do not show if the existing site drainage has a direct discharge into the existing system. Provide an analysis that compares the existing and proposed site runoff from the project site. Runoff shall be based on City of Palo Alto Drainage Design Standards for 10 year storm event with HGL's 0.5 foot below inlet grates elevations and 100-year storm with HGL not exceeding the street right-of-way. As described on the City of Palo Alto Drainage Design Standards. Please provide the tabulated calculations directly on the conceptual grading and drainage plan. This project may be required to replace and upsize the existing storm drain system to handle the added flows and/or depending on the current pipe condition. The IDF tables and Precipitation Map for Palo Alto is available County of Santa Clara County Drainage Manual dated October 2007. The proposed project shall not increase runoff to the public storm drain system.
48. GRADING PLAN. Applicant shall provide a Rough Grading Plan for the work proposed as part of the Grading and Excavation Permit application. The Rough Grading Plans shall including the following: pad elevation, basement elevation, elevator pit elevation, ground monitoring wells, shoring for the proposed basement, limits of over excavation, stockpile area of material, overall earthwork volumes (cut and fill), temporary shoring for any existing facilities, ramps for the basement access, crane locations (if any), etc. Plans submitted for the Grading and Excavation Permit, shall be stand-alone, and therefore the plans shall include any conditions from other divisions that pertain to items encountered during rough grading for example if contaminated groundwater is encountered and dewatering is expected, provide notes on the plans based Water Quality's conditions of approval. Provide a note on the plans to direct the contractor to the approve City of Palo Alto Truck Route Map, which is available on the City's website. Provide the following note on the Grading and Drainage Plan and/or Site Plan: "Contractor shall contact Public Works Engineering (PWE) Inspectors to inspect and approve the storm drain system (pipes, area drains, inlets, bubblers, dry wells, etc.) associated with the project prior to backfill. Contractor shall schedule an inspection, at a minimum 48-hours in advance by calling (650)496-6929".
49. STREET LIGHTS. Decorative streetlights shall be added to meet spacing guidelines of 35-feet to 40-feet per light. Existing "cobra head" lights shall be replaced by tall decorative lights and the remaining distance shall be met with pedestrian scale lights. Fixture specification sheets shall be provided, and applicant shall use LED luminaire instead of incandescent or sodium vapor.
50. PAVEMENT: Any cutting into the pavement will trigger additional pavement requirements. Add the following note to the Site Plan: "Applicant and contractor will be responsible for resurfacing portions of Wilton Avenue and Lane 66 based on the roadway surface condition after project completion and limits of trench work. At a minimum pavement resurfacing of the full width of the street along the project frontage may be required." Plot and label the area to be resurfaced as hatched on the site plan.

ELECTRICAL UTILITIES

Prior to issuance of building permits, the applicant shall provide the following information, clarifications, and notes on the project plans:

51. The clearances for the transformer are: 3' all around, 8' in front and 30' above. Submit drawings that demonstrate the building meets the required transformer clearance.
52. Transformer must be 10' away from any windows or doors and requires a 30' clearance for any building overhang.
53. The existing overhead electrical line is in conflict with the new building. California General Order 95 requires a radial clearance of 6 feet round this overhead electric line in the alley. Applicant shall submit drawing to show the clearance between proposed building and existing poles and overhead utilities.
54. Applicant shall install streetlights with and LED photo cell (both substructure and the streetlight system), CPAU shall terminate them to the existing power system. Submit plan for streetlight.
55. The proposed building shall be right next to existing vault 1104 and system of 12kV conduits (along ECR and Wilton. Applicant shall propose a plan to prevent compromising this equipment during the excavation process. Applicant shall coordinate with CPAU should they need to install tie-back in this area.

WATER-GAS-WASTEWATER UTILITES

Prior to issuance of building permits, the applicant shall provide the following information, clarifications, and notes on the project plans:

56. The applicant shall submit a completed water-gas-wastewater service connection application - loadsheet per unit for each unit on the property for City of Palo Alto Utilities. The applicant must provide all the information requested for utility service demands (water in fixture units/g.p.m., gas in b.t.u.p.h, and sewer in fixture units/g.p.d.). The applicant shall provide the new total loads.
57. The applicant shall submit improvement plans for utility construction. The plans must show the size and location of all underground utilities within the development and the public right of way.
58. The applicant shall submit improvement plans for utility construction. The plans must show the size and location of all underground utilities within the development and the public right of way including meters, backflow preventers, fire service requirements, sewer mains, sewer cleanouts, sewer lift stations and any other required utilities. Plans for new wastewater lateral need to include new wastewater pipe profiles showing existing potentially conflicting utilities especially storm drain pipes electric and communication duct banks. Existing duct banks need to be daylighted by potholing to the bottom of the ductbank to verify cross section prior to plan approval and starting lateral installation. Plans for new storm drain mains and laterals need to include profiles showing existing potential conflicts with sewer, water and gas.
59. The applicant shall be responsible for upgrading the existing utility mains and/or services as necessary to handle anticipated peak loads. This responsibility includes all costs associated with the design and construction for the installation/upgrade of the utility mains and/or services.
60. The gas service, meters, and meter location must meet WGWS standards and requirements
61. An approved reduced pressure principle assembly (RPPA backflow preventer device) is required for

all existing and new water connections from Palo Alto Utilities to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive. The RPPA shall be installed on the owner's property and directly behind the water meter within 5 feet of the property line. RPPA's for domestic service shall be lead free. Show the location of the RPPA on the plans.

- 62. An approved reduced pressure detector assembly is required for the new water connection for the fire system to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive. Reduced pressure detector assemblies shall be installed on the owner's property adjacent to the property line, within 5' of the property line. Show the location of the reduced pressure detector assembly on the plans.
- 63. The applicant shall pay the capacity fees and connection fees associated with new utility service/s or added demand on existing services. The approved relocation of services, meters, hydrants, or other facilities will be performed at the cost of the person/entity requesting the relocation.
- 64. Each unit or place of business shall have its own water and gas meter shown on the plans. Each parcel shall have its own water service, gas service and sewer lateral connection shown on the plans.
- 65. All existing water and wastewater services that will not be reused shall be abandoned at the main per WGW utilities procedures.
- 66. Utility vaults, transformers, utility cabinets, concrete bases, or other structures cannot be placed over existing water, gas or wastewater mains/services. Maintain 1' horizontal clear separation from the vault/cabinet/concrete base to existing utilities as found in the field. If there is a conflict with existing utilities, Cabinets/vaults/bases shall be relocated from the plan location as needed to meet field conditions.
- 67. Trees may not be planted within 10 feet of existing water, gas or wastewater mains/services or meters; lesser distances require a permanent impermeable root-barrier a minimum of 3ft horizontal from water, gas and wastewater services/mains/meters .
- 68. All utility installations shall be in accordance with the City of Palo Alto current utility standards for water, gas & wastewater.

PASSED:
AYES:
NOES:
ABSENT:
ABSTENTIONS:
ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

APPROVED:

Deputy City Attorney

Interim Director of Planning and Community Environment

Attachment B: Hearing Chronology

3703-3709 El Camino Real - Prescreening

August 28, 2017: City Council

Staff Report: <https://www.cityofpaloalto.org/civicax/filebank/documents/60907>

Meeting Minutes: <https://www.cityofpaloalto.org/civicax/filebank/documents/61317>

Video: <http://midpenmedia.org/city-council-136/>

AH Combining District Ordinance

February 14, 2018: Planning and Transportation Commission (1st hearing)

Staff Report: <https://www.cityofpaloalto.org/civicax/filebank/documents/63360>

Meeting Minutes: <https://www.cityofpaloalto.org/civicax/filebank/documents/64590>

Video: <http://midpenmedia.org/planning-transportation-commission-63-2/>

March 14, 2018: Planning and Transportation Commission (2nd hearing)

Staff Report: <https://www.cityofpaloalto.org/civicax/filebank/documents/63857>

Meeting Minutes: <https://www.cityofpaloalto.org/civicax/filebank/documents/64589>

Video: <http://midpenmedia.org/planning-transportation-commission-63-2-2/>

April 9, 2018: City Council

Staff Report: <https://www.cityofpaloalto.org/civicax/filebank/documents/64347>

Meeting Minutes:

<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=43577.64&BlobID=65350>

Video: <http://midpenmedia.org/city-council-152-2-3-2-2-2/>

3703-3709 El Camino Real – Rezoning and Architectural Review

September 26, 2018: Planning and Transportation Commission (1st hearing)

Staff Report: <https://www.cityofpaloalto.org/civicax/filebank/documents/66818>

Meeting Minutes: <https://www.cityofpaloalto.org/civicax/filebank/documents/67266>

Video: <http://midpenmedia.org/planning-transportation-commission-63-09262018/>

October 4, 2018: Architectural Review Board (1st hearing)

Staff Report: <https://www.cityofpaloalto.org/civicax/filebank/documents/66966>

Video: <http://midpenmedia.org/architectural-review-board-74-10042018/>

Meeting Minutes: <https://www.cityofpaloalto.org/civicax/filebank/documents/67470>

December 6, 2018: Architectural Review Board (2nd hearing)

Staff Report: <https://www.cityofpaloalto.org/civicax/filebank/documents/68003>

Video: <http://midpenmedia.org/architectural-review-board-74-1262018/>

Meeting Minutes: <https://www.cityofpaloalto.org/civicax/filebank/documents/68346>

ATTACHMENT D
ZONING COMPARISON TABLE
3703-3709 El Camino Real

Zoning District	CN (Existing Zoning)	CN (AH) (Proposed Zoning) (18.30(J)) ⁽⁹⁾	
		Required	Proposed
Minimum Site Area (ft ²)	None Required	None Required	20,150 sf
Site Width (ft)	None Required	None Required	98 feet
Site Depth (ft)	None Required	None Required	168 feet
Min. Front Yard	0 – 10 feet to create an 8 – 12 feet effective sidewalk width ⁽⁷⁾	Same as Underlying District	5 feet off Wilton Avenue
Min. Rear Yard	10 feet for residential portion; no requirement for commercial portion	Same as Underlying District	10 feet for residential units; 1 foot for ground floor and below grade portions
Min. Interior Side Yard	10 feet (for lots abutting a residential zone district)	Same as Underlying District	N/A
Min. Street Side Yard	5 feet	Same as Underlying District	5 feet off El Camino Real; 5 feet off alley for residential units, 2.7 feet for garage (DEE proposed)
Build-to-Lines	50 percent of frontage built to setback; 33 percent of side street built to setback ⁽¹⁾	Same as Underlying District	81% build-to on ECR frontage; 57% build-to on Wilton Avenue
Maximum Site Coverage	50 percent	None Required	None Required
Maximum Height	Standard: 40 feet on El Camino Real. Maximum Height Within 150 feet of a residential zone district (other than an RM-40 or PC zone) abutting or located within 50 feet of the side: 35 feet ⁽⁴⁾	Standard: 50 feet Maximum Height Within 50 ft of a R1, R-2, RMD, RM-15, or RM-30 zoned property: 35 feet ⁽¹¹⁾	Standard: 44 feet to roof, 48 feet to parapet Transitional Height: 35 feet
Maximum Residential Floor Area Ratio (FAR)	0.6:1 ⁽⁴⁾	2.0:1	1.85:1
Maximum Total Mixed Use Floor Area Ratio (FAR)	1.0:1 ⁽⁴⁾	2.4:1	Not applicable
Daylight Plane for lot lines abutting one or more residential zone districts	Daylight plane height and slope shall be identical to those of the most restrictive residential zoning district abutting the lot line	Daylight plane height and slope shall be identical to those of the most restrictive residential zoning district abutting the lot line	Adjacent RM-30 zone is greater than 70 feet in width, and therefore no side or rear daylight plane is required

Maximum Residential Density per Acre	15-20 units/per acre ⁽⁸⁾	None Required	127 units per acre
Minimum Site Open Space/Landscape Coverage (percent) ⁽¹⁰⁾	30 percent	20 percent	32 percent
Minimum Usable Open Space (sf per unit)	150 sf per unit (when six units or more) (2)	25 sf per unit for 5 or fewer units, 50 sf per unit for 6 units or more	110 sf per unit
Minimum Common Open Space (sf per unit)	N/A	None Required	None required
Minimum Private Open Space (sf per unit)	N/A	None Required	None required

Zoning District	CN (Existing Zoning)	CN (AH) (Proposed Zoning) (18.30(J))	
Regulation	Required	Required	Proposed
Multiple-Family Off-Street Parking Requirement	1.25 per studio, 1.5 per one-bedroom; 2 per two-bedroom	0.75 per unit (33 total spaces required). The Director may modify this standard based on findings from a parking study that show fewer spaces are needed for the project. The required parking ratio for special needs housing units, as defined in Section 51312 of the Health and Safety Code shall not exceed 0.3 spaces per unit.	41 total spaces 0.69 per unit (project total) 0.75 per unit for units not dedicated for individuals with developmental disabilities
Guest Parking	33% of all residential units provided	None	None
Bicycle Parking PAMC 18.52.040 Table 1	1 space per unit/ 100% Long Term (LT)	Same as Underlying District	86 spaces in bicycle storage rooms; 8 short term spaces near main entry

CN Notes

- 1) Twenty-five-foot driveway access permitted regardless of frontage; build-to requirement does not apply to CC district.
- 2) Required usable open space: (1) may be any combination of private and common open spaces; (2) does not need to be located on the ground (but rooftop gardens are not included as open space); (3) minimum private open space dimension six feet; and (4) minimum common open space dimension twelve feet.
- 3) Residential density shall be computed based upon the total site area, irrespective of the percent of the site devoted to commercial use.
- 4) For CN sites on El Camino Real, height may increase to a maximum of 40 feet and the FAR may increase to a maximum of 1.0:1 (0.5:1 for nonresidential, 0.5:1 for residential).

- 5) For sites abutting an RM-40 zoned residential district or a residential Planned Community (PC) district, maximum height may be increased to 50 feet.
- 6) Ground floor commercial uses generally include retail, personal services, hotels and eating and drinking establishments. Office uses may be included only to the extent they are permitted in ground floor regulations.
- 7) A 12-foot sidewalk width is required along El Camino Real frontage.
- 8) Residential densities up to 20 units/acre only on CN zoned housing inventory sites identified in the Housing Element.

CN (AH) Notes

- 9) These developments shall be designed and constructed in compliance with the performance criteria outlined in Chapter 18.23, as well as the context-based design criteria outlined in Section 18.13.060 for residential-only projects, Section 18.16.090 for mixed use projects in the CN, CC, and CS districts, and Section 18.18.110 for mixed use projects in the CD district, provided that more restrictive regulations may be recommended by the architectural review board and approved by the director of planning and community environment, pursuant to Section 18.76.020.
- 10) Landscape coverage is the total area of the site covered with landscaping as defined in Chapter 18.04. For the purposes of this Chapter 18.30(J), areas provided for usable open space may be counted towards the landscape site coverage requirement. Landscape and open space areas may be located on or above the ground level, and may include balconies, terraces, and rooftop gardens.
- 11) The Planning Director may recommend a waiver from the transitional height standard.



WILTON COURT AFFORDABLE HOUSING

Transportation Demand Management Plan

November 2018



INTRODUCTION

The following TDM Plan has been prepared for Palo Alto Housing as part of the City of Palo Alto’s TDM requirement for new projects. As an affordable housing development, the project is subject to the Affordable Housing Combining District regulations.

PROJECT AND SITE DESCRIPTION

Project

The proposed affordable housing development is located along the northern side of El Camino Real between Wilton Avenue and Curtner Avenue. The project is a 100% affordable development that will include 59 residential units, comprised of 56 single-room occupancy (SRO) units and three one-bedroom units.

The proposed project meets or exceeds vehicle and bike parking requirements with 41 vehicle parking spaces, a bike room with capacity for 70 bikes, and guest bike parking for 8 bikes near the main entry.¹

Area Context

Transit Service

The site of the proposed project is along El Camino Real, the main arterial road serving the east side of the San Francisco Peninsula. The site is accessible to a number of bus services including 24-hour frequent local service, express service and a local community shopper shuttle.

The site is also immediately adjacent to northbound buses running along the El Camino Real Corridor. Transit services available on site include the following:

Figure 1 Existing Transit Service within 1/2 Mile of Site

Transit Agency	Route Number	Destinations	Service Hours	Bus Frequency Range	Walking Distance to nearest stop
Stanford University Marguerite	Shopping Express (SE)	Palo Alto Transit Center to San Antonio Shopping Center	Academic Year ² Weekdays (3:15 pm – 10:35), Academic Year Weekends (9:35 am – 11:08 pm)	50 to 60 minutes (Regular Academic Year Service)	0.3 miles at Hansen Way and El Camino Real
			Summer weekends and Academic holidays ³ (9:45 am – 11:08 pm)	2 hours (Summer/Holidays)	

¹ Palo Alto Municipal Code 18.52, Table 1

² Approximately from mid-September to mid-June.

³ Approximately from mid-June to mid-September, and 10 federal holidays

WILTON COURT AFFORDABLE HOUSING TDM PLAN
Palo Alto Housing

Transit Agency	Route Number	Destinations	Service Hours	Bus Frequency Range	Walking Distance to nearest stop
VTA	22 (Local)	Palo Alto Transit Center to Eastridge Transit Center	24 hours a day, 7 days a week	10 to 60 minutes (Weekdays)	250 feet at Curtner and El Camino Real
				15 to 80 minutes (Weekends/Holidays)	
VTA	101 (Express)	Camden & Highway 85 to Palo Alto	Weekdays (Southbound departure at 4:10 pm and 5:10pm; Northbound arrival at 6:17am and 7:05am)	N/A (Two runs in each direction)	0.5 Miles at Hansen & Curve
VTA	102 (Express)	South San Jose to Palo Alto	Weekdays (Northbound 6:44-9:01 am; Southbound 3:15-5:33 pm)	10 to 30 minutes	0.5 Miles at Hansen & Curve
VTA	104 (Express)	Penitencia Creek Transit Center to Palo Alto	Weekdays (Westbound 6:47 & 7:35 am; Eastbound 4:22 & 4:51 pm)	N/A (Two runs in each direction)	0.5 Miles at Hansen & Curve

Bicycle/Pedestrian Facilities

There are two Class III and three Class II bicycle facilities, headed multiple directions, within a 1/2 mile of the site.

Figure 2 Bike Facilities within 1/2 Mile of Site

Class of Bike Facility	Facility Name	Description of Corridor	Destinations	Distance from Site
Class III	Matadero Ave	Shared Lane Markers	Bol Park Bike Path to Park Bike Boulevard	0.08 Miles
Class III	Park Blvd	Bicycle Boulevard	Palo Alto School Campus to San Antonio Shopping Center.	0.25 Miles
Class II	Los Robles Ave	Unbuffered Bike Lanes and Shared Lane Markers	El Camino Real to Bol Park Bike Path	0.3 Miles
Class II	Hansen Way	Buffered and Unbuffered Bike lanes	Page Mill to El Camino Real	0.35 Miles
Class II	W. Meadow Dr.	Unbuffered Bike Lanes	El Camino Way to E. Meadow Circle	0.45 Miles

Future Improvements

The City of Palo Alto and the California Department of Transportation will be installing a Pedestrian Hybrid Beacon (HAWK) System at El Camino Real and Baron Avenue to enhance pedestrian crossing safety at the un-signalized intersection.

Access to Amenities

The site of the proposed project is located on El Camino Real, with restaurants and coffee shops in close walking proximity. Additionally, the site is an approximate 15 minute walk to a Grocery Outlet on Alma Street. However, there are other major amenities and shopping centers less than 10 minute transit trip away, including San Antonio Center. Other major destinations, such as downtown Palo Alto, are easily accessible by transit or bicycle.

Figure 3 Shopping Areas within Three Miles of Site

Shopping Area	Distance from Proposed Site (Miles)	Estimated Travel Time by Mode, minutes			Major Amenities
		Bike	Walking	Transit	
California Ave. Business District	0.9	6	18	7	Country Sun Natural Foods, Caltrain
San Antonio Center	1.8	7	36	10	Trader Joes, Walmart, Safeway, Target, CVS, Sprouts Farmers Market
Embarcadero Rd.	2	13	40	16	Trader Joes, CVS
Downtown Palo Alto	2.8	16	55	20	Whole Foods, CVS, Caltrain

Baseline Vehicle Trip Generation

The baseline figure was informed by the Institute of Transportation Engineers (ITE) *Trip Generation (10th Edition)* report. The average rate of total weekday trips per dwelling unit for mid-rise apartments⁴ is 5.44. Therefore, the baseline estimation of this site’s weekday trip generation totals 321 daily trips. The highest peak hour baseline estimation is in the afternoon, with 26 trips. It should be noted that the affordable housing proposed for the site, which currently contains retail, will only net a total of 11 new trips per day.

Figure 4 Baseline Vehicle Trip Generation Estimates

Land Use	Size	Total Weekday Rate	Total Weekday Trips	AM Peak Rate	AM Peak Hour Trips	PM Peak Rate	PM Peak Hour Trips
Affordable Housing (Proposed Use)	59 units	5.44	321	0.36	21	0.44	26
Retail (Existing Use)	8,200 square feet	37.75	310	0.94	16	3.81	21
<i>Net Trips</i>	--	--	<i>11</i>	--	5	--	5

Source: Project Trip Generation Estimates by Hexagon, using Rates from ITE Trip Generation, 10th Edition, 2017

Note: Above numbers may not add up due to rounding

⁴ ITE Code 221

TDM PROGRAM

A TDM program can encourage the site’s residents to use the most environmentally friendly and spatially efficient mode possible for each trip, with an emphasis on transit, bicycling, walking, and shared rides.

Proposed TDM Strategies

The strategies outlined in Figure 5 are designed to work together to affect site users’ travel habits. Targeted programs strengthen the benefits of investments in bicycle and pedestrian infrastructure and the site’s proximity to major transit nodes by reinforcing awareness of these options, breaking down barriers to incorporating them in travel routines, and incentivizing habitual use.

Figure 5 TDM Strategy Summary

TDM Strategy	Description
Caltrain Go Pass provision	Provide unlimited Caltrain rides for all residents.
VTA SmartPass provision	Provide unlimited VTA local and express bus rides for all residents.
Emergency Mobility Subsidy	Tenants who commit to not owning a motor vehicle will receive an annual stipend of \$100 per household for emergency rides to be used towards a transportation network company (TNC) (e.g. Lyft, Uber), taxi and/or scooter share in order to reduce parking demand.
Bike Share	Provide shared bicycles onsite for the use of residents.
Carpool Ride-Matching Services	Tenant ride-matching services allows residents to easily be paired with potential carpool partners.
Information Boards/Kiosks	TDM information boards, kiosk, and hotline/online access to transportation information and coordinators.
Improved Bus Shelter	Upgrades to on-street bus shelter to encourage transit ridership
Improved Pedestrian and Bicycle Access to Site	Improvements to crossing along El Camino Real
Shuttle to Caltrain Station and Neighborhood Amenities/Shopping Centers	Provide timed connections to Caltrain stations during peak travel hours, shopping shuttles to area shopping centers during evenings and weekends, and demand-response services during off-hours.
Promotional Programs	Promotion and organization of events for the following programs: new tenant orientation packets on transportation alternatives; flyers, posters, brochures, and emails on commute alternatives; transportation fairs; Bike to Work Day, Spare the Air; Rideshare Week; trip planning assistance routes and maps.
On-site Transportation Coordinator	On-site property management staff will provide a welcome package for new tenants, distribute Go Passes and other memberships, and additional information.
Monitoring program	By annually monitoring the TDM and parking program, the owner/management can adjust the strategies etc. in order to meet requirements, parking ratio, mode split, etc.

Impact of Proposed TDM Program

Trip Generation (URBEMIS)

The URBEMIS model⁵ is used in this analysis to estimate an appropriate and conservative potential trip percentage reduction impact from the stated baseline. Based on the proposed site's existing context in the urban environment and regional transportation network, along with the TDM program as described in Figure 5, the model estimates a 50.5% reduction in daily trips from the Hexagon baseline of 321 trips. This reduction would result in the project creating 159 daily trips and may help justify a proportionate reduction in the parking requirement.

Peak hour motor vehicle trips, which are the standard set by the Transportation Element of the Palo Alto Comprehensive Plan⁶, are estimated to be a maximum of 13 trips during the afternoon peak hour, a 50.5% reduction from the Hexagon baseline of 26 trips. This estimate **exceeds the minimum 30% reduction** required for new projects along the El Camino Real Corridor.

Parking Demand (GreenTRIP Connect)

To estimate parking demand for the project, the GreenTRIP Connect Parking Model was used. The GreenTRIP Connect Parking Model was developed by the Center for Neighborhood Technology (CNT), a national nonprofit organization focused on developing research and modeling tools for city planning. The model's equations were developed and calibrated using parking demand data from 71 transit-oriented developments throughout the Bay Area.⁷ The model is similar to those produced by CNT for King County, Washington State (RightSizeParking.org) and Washington, D.C. (ParkRightDC.org).

The model's calculations are based on local data and include several variables such as parking supply, average rent, parking price, average bedrooms per unit, presence of transit passes or carshare memberships, availability of affordable units, and neighborhood variables (walkability, job density and frequency of transit). Due to the local variables used in it, the GreenTRIP model only applies in the San Francisco Bay Area.

These variables demonstrate the critical relationship between parking and vehicle trip generation. Parking supply and parking pricing are two of the most important factors to consider when determining ultimate vehicle trip generation. They are also the primary reasons why there is such a strong nexus between reductions in parking demand and vehicle trip generation – by limiting the former, lower vehicle trip generation naturally follows (whereas having TDM programs such as transit passes with free and abundant parking oftentimes has limited success in reducing vehicle trips).

For transit-oriented developments in particular, the model is more appropriate than relying on more generic parking demand data from sources such as the *ITE Parking Generation (4th Edition)* report, which provides data gathered at isolated suburban sites around the United States with free parking and little or no transit. While data from the *ITE Parking Generation* report is valuable for estimating demand at conventional auto-oriented sites, it is inappropriate for sites such as 3709 El Camino Real, unless substantial adjustments are made to account for factors such

⁵ Urban Emissions Model

⁶ p. 78

⁷ <http://www.transformca.org/GreenTRIP-Connect/Methodology>.
<http://www.transformca.org/sites/default/files/Parking%20Model%20July%202016.pdf>

as transit service levels, neighborhood character, area parking prices, and other factors that affect parking demand.

When factoring in the site, context, and proposed strategies (including resident transit passes and bike share programs), the GreenTRIP model estimates a predicted rate of 0.5 parking spaces per dwelling unit, which, is substantially less than the recommendation for a generic location in Santa Clara County on average (0.9 spaces per unit). This 0.5 rate equates to a demand for approximately 31 parking spaces⁸. Therefore, **the proposed supply of 41 parking spaces is sufficient** for this site.

IMPLEMENTATION AND MONITORING

Per the Transportation Element of the Palo Alto Comprehensive Plan new developments are expected to regularly monitor the success of their TDM measures. Success in TDM programs comes with meeting or surpassing measurable benchmarks that relate directly to the implementing entity's overarching goals. With regular and rigorous monitoring, the developer can ensure that its investments in TDM programs are as cost-effective as possible, and it can enable staff to adjust the proposed TDM framework over time in response to changing resident needs.

The number of vehicle trips associated with the project will be tracked using an annual hose count through the first five-year evaluation period. The trip count will be managed and overseen by the site-wide TDM coordinator. The purpose of the hose count is to determine how many vehicles are entering and exiting the site during the peak hour. The hose count will be conducted over a 3-day period; Tuesday, Wednesday, and Thursday during a normal business week. Data on vehicle entries and exits will be collected at all entry and exit points to the site continuously over the 3-day period. An average of the peak hour data for the three days will be taken to determine the number of peak hour vehicle trips. The count will be conducted during the same month each year and the initial count should commence within a year of the certificate of occupancy. The target of 30% trip reduction, as required by the Comprehensive Plan, will be measured using a baseline of 26 afternoon peak hour vehicle trips.

A manual count and/or a limited timeframe may be necessary if cost is a prohibitive factor. If the TDM project is not achieving the trip reduction target, changes may be made to the TDM program to assure objectives will be met.

⁸ <http://connect.greentrip.org/>



NOTICE OF EXEMPTION

PROJECT TITLE: 3703-3709 El Camino Real (Wilton Court)

PROJECT LOCATION: 3703-3705 and 3707-3709 El Camino Real; APNs: 132-35-045 and 132-41-085;
City of Palo Alto, Santa Clara County, California

PROJECT DESCRIPTION: Rezoning of the site to add Affordable Housing Combining District (Overlay), and Architectural Review of a new 59-Unit, 4-story residential housing project containing 100% income-restricted units.

NAME OF PUBLIC AGENCY APPROVING THE PROJECT: City of Palo Alto

NAME OF PERSON OR GROUP CARRYING OUT PROJECT: Palo Alto Housing

EXEMPT STATUS (check one)

- Ministerial (Sec. 21080(b)(1); 15268)
- Declared Emergency (Sec. 21080(b)(3); 15269(a))
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
- Categorical Exemption
- Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects (Article 12.5)

REASONS WHY PROJECT IS EXEMPT: Project meets threshold criteria set forth in Sections 15192 and 15194 of Article 12.5, as described in Attachment A.

PROJECT PLANNER: Graham Owen

IF FILED BY APPLICANT:

1. Attach certified document of exemption finding.
2. Declare if a Notice of Exemption has been filed by the public agency approving the project Yes
 N/A

Signature (Public Agency)

Title

Date

CEQA Guidelines Section 15192. Threshold Requirements for Exemptions for Agricultural Housing, Affordable Housing, and Residential Infill Projects.

As stated in Section 15192, in order to qualify for an exemption set forth in sections 15193, 15194 or 15195, a housing project must meet all of the threshold criteria set forth below. These criteria and the projects consistency with these criteria are discussed below.

(a) The project must be consistent with:

- (1) Any applicable general plan, specific plan, or local coastal program, including any mitigation measures required by such plan or program, as that plan or program existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete; and

The project is consistent with the City of Palo Alto Comprehensive Plan. The land use designation for the site is CN Neighborhood Commercial, which allow for higher density residential uses near transit services.

- (2) Any applicable zoning ordinance, as that zoning ordinance existed on the date that the application for the project pursuant to Section 65943 of the Government Code was deemed complete, unless the zoning of project property is inconsistent with the general plan because the project property has not been rezoned to conform to the general plan.

The project includes a request for application of an overlay district and is otherwise consistent with the zoning ordinance.

(b) Community-level environmental review has been adopted or certified.

An Environmental Impact Report was adopted for the City of Palo Alto Comprehensive Plan on November 13, 2017.

(c) The project and other projects approved prior to the approval of the project can be adequately served by existing utilities, and the project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

The site is located on an existing developed site in an urbanized area that is currently developed with all relevant utilities. The applicant will be required to pay any applicable development impact fees.

(d) The site of the project:

- (1) Does not contain wetlands, as defined in Section 328.3 of Title 33 of the Code of Federal Regulations.

The site is located in an urbanized area and does not contain any wetlands. The nearest watercourse is the Matadero Creek, located approximately 0.2 miles from the site.

- (2) Does not have any value as an ecological community upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

The site is developed with commercial buildings and an associated parking lot, and does not contain significant habitat or ecological value to animals, birds, or plants. Protected trees on and near the site would be protected during construction or replaced in accordance with Title 8 of the Palo Alto Municipal Code.

- (3) Does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.) or by the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code.

The site is not subject to a Habitat Conservation Plan and is not known to contain any species protected by federal or state statutes.

- (4) Does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

The site is located in an urbanized area of the City of Palo Alto. The site is almost entirely covered by buildings, parking lots, and other impervious surfaces, and does not contain wetlands or valuable wildlife habitat. The site is not known to contain any species protected by the federal Endangered Species Act, Native Plant Protection Act, or the California Endangered Species Act. The project would not cause the destruction or removal of any locally-protected plant or animal species.

- (e) The site of the project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

The site is not located on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

- (f) The site of the project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity. In addition, the following steps have been taken in response to the results of this assessment:

- (1) If a release of a hazardous substance is found to exist on the site, the release shall be removed, or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

The site was characterized in a Phase I Environmental Site Assessment and Phase II Summary Limited Investigation. The Phase II investigation collected soil, vapor, and groundwater samples from the subject site, and several samples contained contaminants in concentrations above residential screening levels. These contaminants are suspected to have originated from the historical motor and marine supply business that operated on the site prior to the existing uses. The Phase II report provided recommended mitigation measures to ensure that the health and safety of future building occupants is protected, including the removal of contaminated soil from the site and the installation of a vapor intrusion barrier beneath the planned parking garage. All such measures would be

reviewed and approved by the appropriate oversight agency in accordance with the recommended Site Management Plan and in compliance with all state and federal requirements. With an approved Site Management Plan, all effects of the soil, soil vapor, and groundwater contaminants on the site would be mitigated to a level of insignificance.

- (2) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

The nearest surrounding property with a history of releases of hazardous substances is located approximately 150 feet away at 3601 El Camino Real. This nearby site contains a Shell-branded Gas Station and is a Leaking Underground Storage Tank (LUST) cleanup site under the oversight of the Santa Clara County Department of Environmental Health Local Oversight Program. Due to historical leaking underground tanks associated with the gas station use, petroleum hydrocarbons were found in the soil and groundwater at and near the site. The associated groundwater plume was delineated in a Site Conceptual Model from 2014, which showed groundwater movement in the north-ward direction from the site. A case closure and no further action notice for this site was issued on July 29, 2016. The Wilton Court site is located outside of the plume delineated in the Site Conceptual Model and in the opposite direction of the detected groundwater movement.

- (g) The project does not have a significant effect on historical resources pursuant to Section 21084.1 of the Public Resources Code.

Department of Parks and Recreation (DPR) forms for the two existing commercial buildings were prepared to survey the historical development of the two parcels on the site. These forms are used to assess whether a building or site contains a potentially significant historic resource due to its association with events, persons, or exemplar architectural style significant to the development of the state of California. Both buildings were assessed and neither was found to be a potentially historic resource or eligible for inclusion on the California Register of Historic Resources.

- (h) The project site is not subject to wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.

The site is located in an urbanized area and is not subject to wildland fire hazards.

- (i) The project site does not have an unusually high risk of fire or explosion from materials stored or used on nearby properties.

The site contains retail uses containing stored materials that are typically associated with such uses. The surrounding uses are multifamily residential apartments, a restaurant, and other retail uses. Neither the site nor the surrounding properties have an unusually high risk of fire or explosions.

- (j) The project site does not present a risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

Criteria addressed under subsection (f)(1). With an approved Site Management Plan, all effects of the soil, soil vapor, and groundwater contaminants on the site would be mitigated to a level of insignificance. As mitigated, the site would not present a risk of a public health exposure that would exceed the standards established by any state or federal agency.

- (k) Either the project site is not within a delineated earthquake fault zone or a seismic hazard zone, as determined pursuant to Section 2622 and 2696 of the Public Resources Code respectively, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake or seismic hazard.

The site is not located in an earthquake fault zone or seismic hazard zone. Construction of the project would proceed in compliance with the California Building Code.

- (l) Either the project site does not present a landslide hazard, flood plain, flood way, or restriction zone, or the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

The site is not located in a flood zone or area subject to landslide hazards as noted in Comp Plan Map S-4.

- (m) The project site is not located on developed open space.

The site is located in an urbanized area and is not located on any developed or undeveloped open space.

- (n) The project site is not located within the boundaries of a state conservancy.

The site is not located within the boundaries of a state conservancy.

- (o) The project has not been divided into smaller projects to qualify for one or more of the exemptions set forth in sections 15193 to 15195.

The project has not been divided into smaller projects to qualify for one or more of the exemptions set forth in Sections 15193 to 15195. The project will merge the two lots constituting the site through a Certificate of Compliance.

Note: Authority cited: Section 21083, Public Resources Code. Reference: Sections 21159.21 and 21159.27, Public Resources Code.

CEQA Guidelines Section 15194 (Affordable Housing Exemption)

As noted in Section 15194, CEQA does not apply to any development project that meets the following criteria:

- (a) The project meets the threshold criteria set forth in section 15192.

As demonstrated below, the project meets the threshold requirements set forth in 15192.

- (b) The project meets the following size criteria: the project site is not more than five acres in area.

The project is located on a site encompassing less than half of an acre.

(c) The project meets both of the following requirements regarding location:

(1) The project meets one of the following location requirements relating to population density:

(A) The project site is located within an urbanized area or within a census-defined place with a population density of at least 5,000 persons per square mile.

Not applicable

(B) If the project consists of 50 or fewer units, the project site is located within an incorporated city with a population density of at least 2,500 persons per square mile and a total population of at least 25,000 persons.

Not applicable

(C) The project is located within either an incorporated city or a census defined place with a population density of at least 1,000 persons per square mile and there is no reasonable possibility that the project would have a significant effect on the environment or the residents of the project due to unusual circumstances or due to the related or cumulative impacts of reasonably foreseeable projects in the vicinity of the project.

The site is located within the City of Palo Alto, which is an incorporated City with a population density in excess of 1,000 persons per square mile. There is no reasonable possibility that the project would have a significant effect on the environment or the residents of the project due to unusual circumstances or due to the related or cumulative impacts of reasonably foreseeable projects in the vicinity of the project. Net peak hour vehicle trips associated with the project would be negligible given the existing intensive retail uses.

(2) The project meets one of the following site-specific location requirements:

(A) The project site has been previously developed for qualified urban uses; or

(B) The parcels immediately adjacent to the project site are developed with qualified urban uses.

(C) The project site has not been developed for urban uses and all of the following conditions are met:

1. No parcel within the site has been created within 10 years prior to the proposed development of the site.
2. At least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses.
3. The existing remaining 25 percent of the perimeter of the site adjoins parcels that have previously been developed for qualified urban uses.

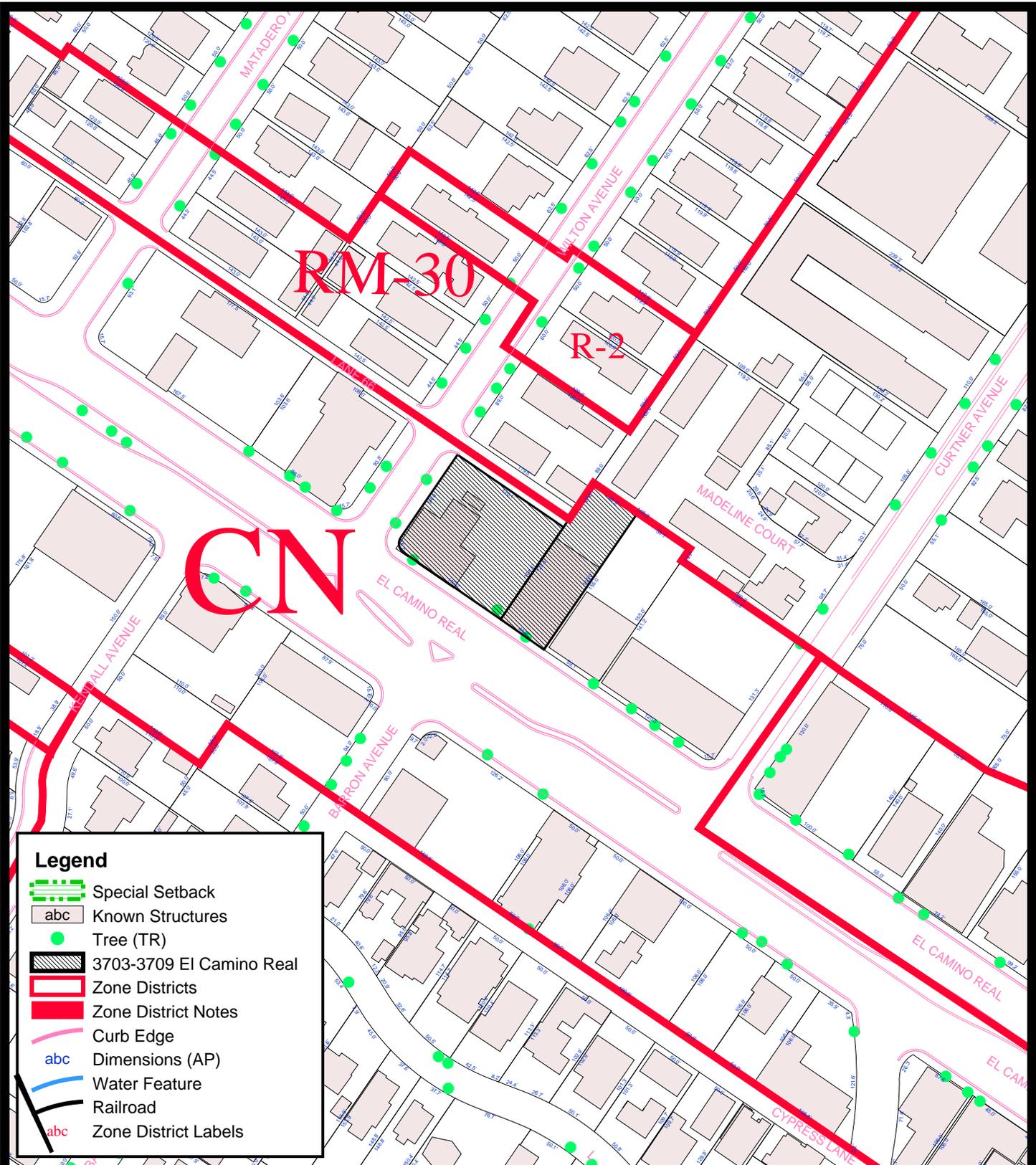
The project site contains two commercial buildings that contain several retail establishments. Retail is considered a qualifying urban use per

Guidelines Section 15191. Additionally, the site is surrounded by retail and residential uses, which are also qualifying urban uses.

- (d) The project meets both of the following requirements regarding provision of affordable housing.
 - (1) The project consists of the construction, conversion, or use of residential housing consisting of 100 or fewer units that are affordable to low-income households.
 - (2) The developer of the project provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for lower income households for a period of at least 30 years, at monthly housing costs deemed to be “affordable rent” for lower income, very low income, and extremely low income households, as determined pursuant to Section 50053 of the Health and Safety Code.

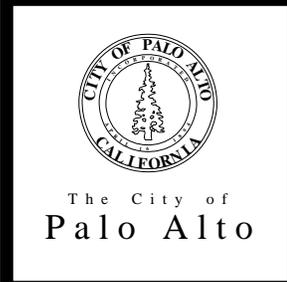
The project consists of the construction of 59 units that would be affordable to low- and very-low income households, with deed restrictions in excess of 30 years.

Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21159.23, Public Resources Code.



Legend

- Special Setback
- Known Structures
- Tree (TR)
- 3703-3709 El Camino Real
- Zone Districts
- Zone District Notes
- Curb Edge
- Dimensions (AP)
- Water Feature
- Railroad
- Zone District Labels



Existing Zoning Map -
3703-3709 El Camino Real

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




Attachment H

Project Plans

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

Directions to review Project plans online:

1. Go to: bit.ly/PAwaitingprojects
2. Scroll to find "3705 El Camino Real" and click the address link
3. On this project specific webpage you will find a link to the Project Plans, CEQA Notice of Exemption and other important information

Direct Link to Project Webpage:

<https://www.cityofpaloalto.org/news/displaynews.asp?NewsID=4374&TargetID=319>

Carnahan, David

From: CHRISTA BROWN <christajbrown@yahoo.com>
Sent: Tuesday, January 8, 2019 11:45 AM
To: Council, City; Filseth, Eric (Internal)
Subject: 3703-3709 El Camino Real at Wilton Avenue

Dear Mayor Filseth and City Council members,

I currently live in Webster Woods, a Palo Alto Housing Community. I am a single mother of two and I work at Palo Alto High school for the last five years. In this economy I am not able to afford to live in non-subsidized housing. If it weren't for these types programs my family and I would be displaced. I am truly grateful for Palo Alto Housing as they have changed our lives for the better.

I am in full support of Palo Alto Housing's new affordable project located at [3703-3709 El Camino Real at Wilton Avenue](#). Currently, the project has 59 studio and one-bedroom apartments. Twenty-one apartments will be set aside for adults with developmental disabilities. These apartments will be for households earning between 30 and 60% of area median income. The property is on a high quality transit corridor that will make it easy for residents to commute to work or other services. Adding more affordable housing units will truly help our community!

Thank you for all the support in this project!

Sincerely,

Christa Brown

Carnahan, David

From: Lourdes Gonzalez <lgonzalez@sarc.org>
Sent: Tuesday, January 8, 2019 2:42 PM
To: Council, City
Cc: Javier Zaldivar; Jeffery Darling; 'Jan Stokley'
Subject: Support letter from San Andreas Regional Center (SARC)
Attachments: letter to Palo Alto City council 1.8.19.pdf

City Council,
For your consideration, attached is a letter in support of the Wilton Court Project.

Thank you.

*Lourdes González
Executive Administrative Assistant
San Andreas Regional Center
6203 San Ignacio Avenue Suite 200
San Jose CA. 95119
Office Tel : 408-341-3826
Cell: 408-685-9658
Fax: 408-281-6967
lgonzalez@sarc.org*



January 8, 2019

Letter of Support for Palo Alto Housing's Proposed Wilton Court Apartments

**SANTA CLARA AND
SAN BENITO COUNTIES**

6203 San Ignacio Avenue
Suite 200
San Jose, CA 95119

P.O. Box 50002
San Jose, CA
95150-0002
Tel: 1(408) 374-9960
Fax: 1(408) 281-6960

MONTEREY COUNTY

1370 S. Main Street
Salinas, CA 93901
Tel: 1(831) 900-3636
Fax: 1(831) 424-3007

SANTA CRUZ COUNTY

1110 Main Street
Suite 8
Watsonville, CA 95076
Tel: 1(831) 900-3737
Fax: 1(831) 728-5514

www.sarc.org

Member of the Association
of Regional Center Agencies



STAY CONNECTED

Dear Mayor and City Council of the City of Palo Alto:

San Andreas Regional Center (SARC) is funded by the State of California to provide people with developmental disabilities the services they need to live in the community, as required by the Lanterman Developmental Disabilities Service Act. Our service area includes the City of Palo Alto.

The purpose of this letter is to support Palo Alto Housing's proposal to create affordable studio apartments at the intersection of El Camino Real and Wilton Avenue (Wilton Court), with 21 rental units subject to a preference for people with developmental disabilities. The transit-oriented location of this site makes it ideal for adults with developmental disabilities, many of whom do not drive or own a car. Setting aside some units for people with developmental disabilities will reduce the traffic and parking impact of the project, while addressing a critical Palo Alto housing need.

According to data provided by the California Department of Developmental Services, only 40 of Palo Alto's 221 adults with developmental disabilities have their own place to live. Palo Alto currently has fewer than 10 spaces in licensed residential care facilities ("group homes") for people with developmental disabilities. This means that more than three-fourths of Palo Alto adults continue to live in the parents' home. As these parents age, it is of vital importance to secure affordable rental housing for their adult children.

Although SARC is not able to pay for our consumers' actual housing costs, we are funded to provide a variety of services that help consumers live successfully in integrated housing in the community. SARC currently supports Housing Choices to provide supportive services to more than 250 residents with developmental disabilities living in set-aside rental units at 15 different affordable housing sites across Santa Clara County.

If Palo Alto Housing's Wilton Court proposal is approved, SARC is able to provide for housing support services for the residents with developmental disabilities, in addition to other services SARC provides our consumers to help them live in their own apartment, including Independent Living, Supported Living, Community Day Programs, Employment Services and Behavioral Support.

Please let me know if I can provide any other information on the need for the Wilton Court project or the services that will be provided to support the success of each resident with developmental disabilities.

Sincerely,

Javier Zaldivar
Executive Director

Carnahan, David

From: Grady, David@SCDD <David.Grady@scdd.ca.gov>
Sent: Tuesday, January 8, 2019 3:09 PM
To: Council, City
Cc: 'Jan Stokley'; Lucas, Jennifer@SCDD
Subject: Support Wilton Court Apartments with units set aside for people with developmental disability.



State Council on Developmental Disabilities

Website: www.scdd.ca.gov Email: centralcoast@scdd.ca.gov



STATE OF CALIFORNIA
Gov'n Newsr'm. Govern

2260 N First Street, Suite 210
San Jose, CA 95131
408.224.2100
408.224.2100 fax

January 8, 2019

Mayor and City Council
via email to: city.council@cityofpaloalto.org
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA

Dear Mayor and City Council members:

As Regional Manager and staff for the State Council on Developmental Disabilities, Central Coast (SCDD CC), I am pleased to provide a letter of support for the proposal of Palo Alto Housing to develop 59 affordable studio apartments at the intersection of El Camino Real and Wilton Avenue (Wilton Court Apartments), with 21 units subject to a preference for people with developmental disabilities who receive supportive services from Housing Choices and the San Andreas Regional Center.

In collaboration with individuals, families, providers, and the Regional Center, SCDD CC promotes the ongoing work to improve the number and quality of services for men and women with developmental disabilities and their families. Throughout our catchment which includes Palo Alto and Santa Clara County, SCDD CC works hard to support educational, employment, and residential services for men and women with I/DD. The housing needs within the Bay Area affect our community as it does everyone, and the aim of SCDD CC is to promote housing opportunities for this important often overlooked and underserved population.

The Wilton Court project addresses a critical need for housing among Palo Alto's residents with developmental disabilities. The city is currently home to more than 460 people with developmental disabilities, of whom more than 216 are adults. Of the adult population, only 40 are living in their own apartment, while 11 are living in a community care facility. One hundred sixty-five (165) of Palo Alto's adults with developmental disabilities (approximately 76%) are living at home with aging parents. The lack of access to affordable housing is the primary reason many adults with developmental disabilities continue to live at home with aging parents--long past the time when the adult is able to and would benefit from living independently, with services available to them provided by San Andreas Regional Center.

Community inclusion is important for all, by collaborating with Housing Choices and San Andreas Regional Center, Palo Alto Housing's proposal for Wilton Court aligns with federal and California priorities to provide housing for people with developmental disabilities in typical community housing, with access to affordable housing coordinated with access to supportive services.

In conclusion, we at SCDD CC urge your support for Palo Alto Housing's Wilton Court project.

Sincerely,
David Grady, MA
Regional Manager
State Council on Developmental Disability, Central Coast

Jennifer Lucas, MA
Community Support Specialist
State Council on Developmental Disability, Central Coast

Carnahan, David

From: Jill Escher <jill.escher@gmail.com>
Sent: Tuesday, January 8, 2019 4:26 PM
To: Council, City
Subject: Letter of Support for Wilton Court Affordable Housing for Residents with Developmental Disabilities
Attachments: Wilton Court SFASA PDF.pdf

[Letter attached and below]

Autism Society San Francisco Bay Area
PO Box 249
San Mateo, CA 94401
www.sfautismsociety.org
info@sfautismsociety.org

January 8, 2019

Mayor and City Council, City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA
Via email to: city.council@cityofpaloalto.org

Re: Support for Wilton Court Affordable Housing for Residents with Developmental Disabilities

Dear Mayor and City Council members:

Autism Society San Francisco Bay Area is writing to convey its strong support for Wilton Court, a 65-unit project with with 21 units subject to a preference for people with developmental disabilities who receive supportive services from Housing Choices and the San Andreas Regional Center.

The Wilton Court project addresses a critical need for housing among Palo Alto's residents with developmental disabilities. The city is currently home to more than 460 people with developmental disabilities, of whom more than 216 are adults. Of the adult population, only 40 are living in their own apartment, while 11 are living in a community care facility. One hundred sixty-five (165) of Palo Alto's adults with developmental disabilities (approximately 76%) are living at home with aging parents.

We must also note that Santa Clara County, including Palo Alto, has experienced a dramatic increase in the numbers of individuals affected by disabling autism. In 1990, Santa Clara County had 147 cases of autism recognized by the developmental services system. Today that number is 4,065, representing about 40% of the county's developmental disability population. As a result, we are facing a growing autism housing crisis in our county, including of course in Palo Alto.

Additionally, the Wilton Court proposal dovetails perfectly with federal and state requirements for inclusionary options in all our communities to serve this growing population.

We thank you very much for your consideration. Please do not hesitate to email me with any questions or concerns.

Very truly yours,

Jill Escher
President

Carnahan, David

From: Robyn Stanton <robystanton@gmail.com>
Sent: Tuesday, January 8, 2019 8:25 PM
To: Filseth, Eric (Internal); Council, City
Subject: Affordable Housing Needed in Palo Alto

Dear Mayor Filseth and City Council members,

I'm a Palo Alto resident and I strongly believe that Palo Alto needs more affordable housing. Wilton Court addresses this need by providing affordable housing to those earning between 30 and 60% of the area median income.

I support Palo Alto Housing's Wilton Court project which will create 59 affordable studio and one bedroom apartments. The project will also provide much needed housing for adults with developmental disabilities.

Providing more affordable housing will help keep our community diverse. Thank you for your leadership.

Sincerely,

Robyn Stanton
Midtown Resident

Carnahan, David

From: Joy Wright <joy0603@gmail.com>
Sent: Tuesday, January 8, 2019 6:30 PM
To: Council, City
Subject: Wilton Court

Hi,

Unfortunately, I will not be able to attend this meeting, as I'm working that night. However, I strongly support the development of this affordable housing project. My son Russell is autistic and in dire need of affordable housing. Unfortunately, my family can no longer afford to rent in Palo Alto, but would very much love to see Russell reside in Palo Alto, a city he's called home all his developing years.

Thank you,

Joy

Sent from my iPhone

Carnahan, David

From: Kristine McCann <Krismccann@aol.com>
Sent: Wednesday, January 9, 2019 10:36 AM
To: Council, City
Subject: Letter of Support for Wilton Court
Attachments: Bahc Letter of Support.pdf; PastedGraphic-1.tiff

Hi,
Enclosed is a letter of support for Wilton Court from Bay Area Housing Corporation.

Many thanks,
Kris McCann

Kris McCann, Executive Director
Bay Area Housing Corporation
101 Church Street, #4
Los Gatos, CA. 95030
Cell: 408-438-7392

krismccann@aol.com

www.BAHC1.org

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amazonsmile





January 9, 2018

Mayor and City Council city.council@cityofpaloalto.org

City of Palo Alto

250 Hamilton Avenue

Palo Alto, CA

Dear Mayor and City Council members:

On behalf of Bay Area Housing Corporation (BAHC), I am pleased to provide a letter of support for the proposal of Palo Alto Housing to develop 59 affordable studio apartments at the intersection of El Camino Real and Wilton Avenue (Wilton Court Apartments), with 21 units subject to a preference for people with developmental disabilities who receive supportive services from Housing Choices and the San Andreas Regional Center.

The mission of BAHC is to be a catalyst for improving the lives of people with Intellectual/Developmental Disabilities by creating and maintaining quality housing opportunities that meet the needs of the individual and the community.

I am also a Mom of a daughter that has cerebral palsy and has affordable housing thanks to Housing Choices Coalition, she could not afford to live in Santa Clara County if it were not for the affordable rent that she has and the services that she receives from San Andreas Regional Center.

The Wilton Court project addresses a critical need for housing among Palo Alto's residents with developmental disabilities. The city is currently home to more than 460 people with developmental disabilities, of whom more than 216 are adults. Of the adult population, only 40 are living in their own apartment, while 11 are living in a community care facility. One hundred sixty-five (165) of Palo Alto's adults with developmental disabilities (approximately 76%) are living at home with aging parents. The lack of access to affordable housing is the primary reason many adults with developmental disabilities continue to live at home with aging parents--long past the time when the adult is able to and would benefit from living independently, with services provided by San Andreas Regional Center.

**Bay Area Housing
Corporation**

101 Church Street
Suite 4
Los Gatos, CA 95030

Tel: 408/395-5100

Fax: 408/395-5101

www.bahc1.org



By collaborating with Housing Choices and San Andreas Regional Center, Palo Alto Housing's proposal for Wilton Court aligns with federal and California priorities to provide housing for people with developmental disabilities in typical community housing, with access to affordable housing coordinated with access to supportive services.

I am very grateful that Palo Alto is focusing on affordable housing with a specific set-aside for people with Intellectual/Developmental Disabilities. We hope you will approve Wilton Court.

If you have any questions, please contact me at 408-438-7392.

Sincerely,

Kristine McCann, Executive Director

**Bay Area Housing
Corporation**

101 Church Street
Suite 4
Los Gatos, CA 95030

Tel: 408/395-5100

Fax: 408/395-5101

www.bahc1.org

Carnahan, David

From: Jenn Wagstaff-Hinton <jennwaghinton@gmail.com>
Sent: Wednesday, January 9, 2019 10:58 AM
To: Council, City
Cc: Soheila Razban; Charlie Weidanz; jhinton; Jennifer Hinton; salfaro@sarc.org
Subject: Support Wilton Court Project housing for Adults with Disabilities
Attachments: AU Letter template supporting Wilton Court Jan9 2018.docx

Dear Honorable Council members.

Please accept this attached letter of support for inclusion in the Council Packet for the January 14 council meeting discussion of the Wilton Court project. As a Palo Alto native and current Barron Park resident with an adult daughter "Jane" with special needs - I can advocate strongly for this project. Thank you very much in advance for supporting this initiative.

Sincerely,

Jennifer Wagstaff-Hinton

President, Abilities United Board of Directors

Parent of adult daughter with Special Needs



January 9, 2019

Mayor and City Council
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA

via email to: city.council@cityofpaloalto.org

Dear Mayor and City Council members:

On behalf of the Abilities United Board of Directors – *and as a Palo Alto native and Barron Park resident with a 28 year old Special Needs daughter* - I am pleased to provide a letter of support for the proposal of Palo Alto Housing to develop 59 affordable studio apartments at the intersection of El Camino Real and Wilton Avenue (Wilton Court Apartments), with 21 units subject to a preference for people with developmental disabilities who receive supportive services from Housing Choices and the San Andreas Regional Center.

The mission of Abilities United is to advance inclusion, advocacy, and independence for people of all ages with developmental disabilities.

The Wilton Court project addresses a critical need for housing among Palo Alto's residents with developmental disabilities. The city is currently home to more than 460 people with developmental disabilities, of whom more than 216 are adults. Of the adult population, only 40 are living in their own apartment, while 11 are living in a community care facility. One hundred sixty-five (165) of Palo Alto's adults with developmental disabilities (approximately 76%) are living at home with aging parents *just like me and my husband*. The lack of access to affordable housing is the primary reason many adults with developmental disabilities continue to live at home with aging parents--long past the time when the adult is able to and would benefit from living independently, with services provided by San Andreas Regional Center.

By collaborating with Housing Choices and San Andreas Regional Center, Palo Alto Housing's proposal for Wilton Court aligns with federal and California priorities to provide housing for people with developmental disabilities in typical community housing, with access to affordable housing coordinated with access to supportive services. In conclusion, we urge your support for Palo Alto Housing's Wilton Court project.

Sincerely,

Jennifer Wagstaff-Hinton

President, Abilities United Board of Directors

Carnahan, David

From: Robert Moss <bmos33@att.net>
Sent: Wednesday, January 9, 2019 12:41 PM
To: Council, City; Barron Park Association: Miscellaneous
Subject: Rezoning 3703-09 El Camino

Dear Mayor Filseth and Council members;

Jan. 9, 2019

I am concerned regarding to reported proposal regarding El Camino rezoning plans. According to a notice in the Post Jan. 4 and several to messages on Next Door there will be a proposal on the agenda Jan. 14 to rezone 3703-3709 El Camino from CN to residential, and force out local ground floor retail businesses in violation of the Comprehensive Plan, El Camino Design Guidelines, and formal city policy to preserve retail on El Camino. The four locally owned businesses - Treasure Island Stamps, Novelle Bride, Euro market Grocer and Family Fashion Cut will be forced out and probably out of business. They will all be missed and are unlikely to find replacement locations anywhere nearby.

The El Camino Design Guidelines that were generated originally by three of us in Barron Park over 40 years ago are intended to preserve and enhance local retail stores and retain a walk able El Camino streetscape. We also wanted to pacify some of our neighbors that voted against merging Barron Park with Palo Alto for fear that the city would be insensitive to our local needs and interests. This conversion of local retail to housing with no ground floor retail unfortunately confirms those suspicions.

The CN zone does allow housing on upper floors, and that option should be fully reviewed and discussed along with this proposal, ideally by staff and the Planning and Transportation Commission interacting with the public.

There will be many negative impacts of such a conversion. In addition to loss of local businesses, it will make El Camino less walkable for residents to shop, and seems to verify these old concerns about how our part of town is treated by city hall. There also will be negative financial impacts. Sales taxes will be lost when the retail businesses leave. Housing will cost the city budget over \$625,000/year more for city services than the development will pay in local taxes, and the cost will increase over time since residential assessment increases are limited to 2% by Prop. 13 while expenses will rise more than 2%/year. Some of you may recall former city manager Keene stating at the start of the council meeting several years ago that each residential unit costs the city \$2800 more annually than it pays in local taxes. The current cost is higher, probably close to \$3000/year/unit. Housing also generates traffic, and even assuming above average use of public transit and carpools by new residents at the site trip generation will be in the range of 350-400/day on an already congested El Camino.

I urge the city council not to agree to this zone change now. Send the request to the Planning and Transportation Commission for more public review and discussion. Get local neighborhood associations such as the Barron Park Association also involved by having staff and the proposed developer meet with them and answering questions.

This issue is too important to just ram through. It needs more careful and extensive review and discussion.

Sincerely, Bob Moss