City of Palo Alto (ID # 6782)

City Council Staff Report

Report Type: Action Items **Meeting Date: 5/23/2016**

Summary Title: 2515-2585 El Camino Real Site and Design

Title: PUBLIC HEARING: Approval of a Site and Design and Architectural Review Application and Mitigated Negative Declaration for the Project Located at 2515-2585 El Camino Real to Allow a new 39,858 Square Foot, 3-Story Mixed-use Building Including Retail, Office, 13 Residential Condominium Units and one Level of Underground Parking on a 39,638 Square Foot Lot to Replace a 9,694 Square Foot Existing Restaurant (Olive Garden). Approval of a Conditional Use Permit (CUP) to Exceed the 5,000 Square Foot Office for the Site by Approximately 4,835 Square Feet. Zoning Districts: CC(2) and CN. The Planning and Transportation Commission Recommended Approval

From: City Manager

Lead Department: Planning and Community Environment

Recommendation

Staff recommends that Council approve the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (Attachments E through H) and the Record of Land Use Action (Attachment A) approving the Site and Design Review, Conditional Use Permit and Architectural Review application to allow the construction of a three story, mixed-use development, with one level of underground parking on a 39,908 square foot lot at 2515-2585 El Camino Real.

Executive Summary

The proposed development would construct an approximately 40,000 square foot mixed-use development containing 13 residential units, office and retail. A Site and Design application is required because the project includes more than nine residential units. A Conditional Use Permit (CUP) has been requested to allow 9,835 square feet of office where 5,000 square feet is permitted without a need for a CUP. Architectural Review is required for the overall development. A total of 108 parking spaces are required for the project and 104 are proposed. The applicant seeks a parking reduction of four spaces as provided in the code based on a shared parking analysis. A portion of the project is located in the California Avenue Assessment

district, which has lower parking requirements than the standards that apply elsewhere in the city. The property is zoned Commercial Neighborhood (CN) adjacent to El Camino Real and Community Commercial (CC (2)) for a portion of the project along Sherman Avenue.

An environmental analysis revealed a need to mitigate potential hazardous material impacts associated with the ground water plume. The project would not have significant traffic-related impacts, meaning that project traffic would not itself cause a significant impact, and would not contribute in a "considerable" way to cumulatively significant impacts. Both the Architectural Review Board (ARB) and the Planning and Transportation Commission (PTC) have recommended approval of the project, subject to conditions.

In addition to the overall review of the project, this report provides additional comments related the applicant's request for a parking reduction and office space in excess of 5,000 square feet.

Background

The project applicant proposes to demolish the existing Olive Garden restaurant building at the subject property and replace it with a new mixed-use development. On the ground floor would be retail and office uses with office and residential units above.

The project is subject to the retail moratorium. This requires an equivalent amount of floor area to be dedicated for retail or retail-like uses due to the removal of the restaurant space. More specifically, the existing restaurant is approximately 9,694 square feet. The proposed ground floor retail space is approximately 9,706. Based on this design, the project is consistent with this ordinance.

The project was also subject to the office cap interim ordinance. However, since fewer than 50,000 square feet of office space was set to be approved this year, Council review of this project in the context of other projects is not required. However, the need for the Site and Design application subjects this project to City Council review. And, when one aspect of a project is subject to Council review, staff bundles the other applications so the Council can take an action on the entire project.

Attached to this report are the verbatim minutes for the two ARB and one PTC meeting related to this project (Attachments I, J and K). Staff reports are available online:

ARB March 3, 2016: https://www.cityofpaloalto.org/civicax/filebank/documents/51264
ARB March 17, 2016: https://www.cityofpaloalto.org/civicax/filebank/documents/51516
PTC March 9, 2016: https://www.cityofpaloalto.org/civicax/filebank/documents/50939

Architectural Review Board

On March 3, 2016, the ARB held a hearing on the subject application. There were no public speakers. The ARB was generally supportive of the project but had comments regarding the

pedestrian connection from Sherman to Grant Avenue; concerns with the length of building frontage on El Camino Real; a desire to break up the El Camino Real and Grant Avenue corner elevation; and, interest in more landscaping on Sherman Avenue and El Camino Real elevation. The applicant addressed these comments to the ARB's satisfaction and received a recommendation for approval on March 17, 2016. The Board voted 3-1 to endorse the project. Commissioner Lew was the dissenting vote and was generally supportive of many aspects of the project, but expressed concern that the frontage along El Camino Real was too long and not consistent with the pattern of development in the area or the desired pedestrian-oriented nature of the street.

Planning and Transportation Commission

The Commission held a public hearing and unanimously recommended approval of the project on March 9, 2016. Despite its support, the Commission expressed a desire for more housing units to achieve the realistic yield of 18 units as set forth in the Housing Element; the proposed 13 units fall short of that expectation. The amount of floor area dedicated to residential uses is the maximum area allowed for projects in the CN zone. However, smaller unit sizes would yield a greater density and this would require additional parking. Additionally, the Commission questioned the request for more office space, beyond the 5,000 square feet permitted in the code.

The Commission explored the parking requirements for the proposed mix of uses and found that the design oriented the majority of office and retail space toward the portion of the site that benefitted from the lower parking requirement of the California Avenue Parking District. Part of this is a necessity of the project design to build across the development site. However, the applicant has also elected not to place floor area over the CC (2) portion of the property, which is also located in the parking district. The Commission received staff's explanation for its support of the CUP for additional office space, which was informed by three observations:

- The project site contained two independent parcels that were to be merged together. As two sites, each parcel would be allowed by code to establish 5,000 square feet of office, or 10,000 square feet for the entire project site. However, merging the site creates better design opportunities, including a more efficient subterranean garage.
- The project was filed in August 2014. The interim ordinance establishing a growth meter office cap was not adopted at that time. Had the ordinance been established, staff may have cautioned against the CUP request.
- Finally, it was believed that a Transportation Demand Management solution could be established for the project to mitigate the increased office floor area.

Based on the foregoing, the PTC agreed that the request for the CUP could be supported with a condition requiring an enforceable TDM plan.

The Commission discussed the reduced parking request for four fewer spaces than required. While supportive, at least one commissioner expressed concern about a possible trend of

projects seeking minor deviations from parking requirements. As such, this commissioner noted the objection, but did not pursue project modification. The zoning code permits, for mixed-use developments, a maximum floor area ratio of 0.50 for residential and 0.50 for commercial in the CN district. While generally supportive of the project, commissioners expressed an interest for more housing units than was being provided.

The PTC recommended approval (6-0-1) of the project, but included in its motion a request that the Council explore ways to increase unit density and required a TDM Plan for the parking reduction. The PTC meeting minutes are attached (Attachment K) and the March 9, 2016 PTC staff report is viewable at http://www.cityofpaloalto.org/gov/boards/ptc/default.asp. The TDM Plan requirement is proposed as a condition of approval in the Record of Land Use Action.

Discussion

The referenced staff reports and minutes provide background information for the community and Council. The project received support for the architectural scale, mass and design. The reason this project is before the Council is because the applicant seeks more than nine residential units, which is the threshold for a Site and Design application, which requires Council approval. Included in Attachment A are the findings for Architectural Review, including Context-Based Design criteria, and for the Site and Design application.

Consistency with Housing Element

The PTC expressed its interest in seeing more units on the site. Part of the reason the project does not achieve the realistic yield set forth in the Housing Element is due to the size of the proposed units, the increased need for parking to accommodate more units, and because no development is proposed on the CN portion of the property. There are no code requirements that mandate an owner provide the maximum number of achievable units as part of the development. If the Council is interested in seeing more units on site as recommended by the PTC, this project change would need to relate to the Site and Design findings and would likely include a discussion regarding compliance with the Comprehensive Plan and, more specifically, the Housing Element. For instance, Housing Element Policy H2.1 seeks, in part, to identify and implement a variety of strategies to increase housing density and diversity, including mixed use development, near community services, including a range of unit types. If project changes are required that cannot be addressed through conditions of approval, it is unlikely the project would be approved this year due to the time needed to make those changes, staff time to review the changes and scheduling the continued public hearing before the City Council prior to the June 30th deadline established for office projects under the FY16 office/R&D annual limit.

Conditional Use Permit Request for Additional Office Space

The site originally consisted of two parcels that were joined prior to application submittal. Staff recently learned that the lot merger occurred on May 24, 1996 and not just prior to the application being filed as was originally thought. This information combined with the Council's enactment of the office cap ordinance may inform the Council's deliberation as to the appropriateness of granting the CUP. If the CUP is not approved, the spaces used for ground

floor office in excess of 5,000 sf could not be converted to residential, because the development already maximizes the residential floor area allowed in the zoning district. This office space then would likely be converted to retail space. However, this conversion would require an additional 5 parking spaces and modification to the parking plan or elimination of approximately 1,250 sf of commercial area. A further reduction of commercial floor area would make parking available to support smaller, but greater density housing units. Residential parking is parked at 1.25 spaces for a studio unit, 1.5 for a one-bedroom unit and 2.0 spaces for a two or more bedroom unit. Guest parking for a project this size is 10 percent of the units, plus 1 space.

As noted earlier, such changes, if they cannot be conditioned, would require redesign and that may result in this project missing the review period for office development projects this year. Further, staff does not have information on how further reductions of commercial floor area to support more housing could impact the development from the applicant's perspective.

Approval or denial of the conditional use permit is based on findings (PAMC 18.76.010 (c)). These findings are:

1. The proposed use, at the proposed location, 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.
2. The proposed use will be located and conducted in a manner in accord with the Palo Alto Comprehensive Plan and the purposes of the Zoning Ordinance.

Ground Floor Retail

On May 11, 2015, the City Council adopted an Urgency Ordinance 5325 placing a moratorium on the conversion of ground floor retail use permitted or operating as of March 2, 2015 or thereafter. The ordinance was intended to address the Council's desire to prevent existing retail and services from converting to office or other uses citywide. The project proposes to remove an existing 9,694 square foot restaurant replacing it with 9,706 square foot ground floor retail. The project meets the intent of the moratorium.

Office/R&D Annual Growth Limit

This project proposal is subject to the interim ordinance that established a 50,000 square foot annual limit on Office/R&D development in a portion of the City including Downtown, the California Avenue area, and the El Camino corridor, adopted October 26, 2015. The interim ordinance is intended to control the pace of growth and change in these areas for a two-year trial period or until the Comprehensive Plan Update is adopted, with the understanding that the Comprehensive Plan Update may perpetuate or modify this policy initiative.

The interim ordinance reflects the City Council's specific direction on parameters of the annual limit program, including affected land uses and exemptions, the process by which the annual and the disposition of pending or "pipeline" projects (ordinance available online:

http://www.cityofpaloalto.org/civicax/filebank/documents/49501).

While the 50,000 square feet limit has not been exceeded, based on the requirements of the interim ordinance, in order for this project to be eligible for approval in 2016, all relevant planning entitlement steps must be completed (i.e. CEQA review, ARB, PTC, and Council reviews) by June 30, 2016. For Site and Design projects such as this one, that would include approval by the City Council.

Affordable Housing

For projects including five or more for sale residential units, the developer is required to contribute at least 15% of those units at below market rates. The subject project, with 13 housing units, is required to provide one on-site unit and may make an in-lieu payment to the City's Housing Development Fund for the resulting fractional unit (.95 unit). The initial BMR sales prices are set by the City's Director of Planning and Community Environment, and the buyer selection process is administered by the Palo Alto Housing Corporation (PAHC).

Staff understands the applicant would like the proposed residential units to be available for sale, making them subject to the City affordable housing regulations. The applicant has been informed their tentative map application will need to be submitted to the Planning Department prior to Building permit application and approved prior to issuance of Building permits.

Policy Implications

Attacment A contains the Record of Land Use Action that includes responses to project-related findings and statements regarding the project's compliance with the Comprehensive Plan and other documents. Attachment A can be modified to reflect the Council's final action.

Environmental Review

An Initial Study and Mitigated Negative Declaration (IS/MND) pursuant to the California Environmental Quality Act (CEQA) was prepared for the project. Based upon the IS/MND, it was determined that the project would not have a significant adverse impact on the environment. The IS/MND was available for public review beginning January 19, 2016 and the review period will end on February 18, 2016. As of the preparation of this staff report, no comments have been received.

Attachments:

- Attachment A: Record of Land Use Action (DOCX)
- Attachment B: Zoning Comparison Table (DOC)
- Attachment C: Comprehensive Plan Table (DOC)
- Attachment D: Performance Standards (DOC)
- Attachment E: Initial Study (PDF)
- Attachment F: Initial Study Appendix G - Traffic Report (PDF)
- Attachment G: Mitigated Negative Declaration (PDF)
- Attachment H: Mitigation Monitoring Program (PDF)
- Attachment I: March 3, 2016 ARB verbatim minutes(PDF)

- Attachment J: March 17, 2016 ARB verbatim minutes (PDF)
- Attachment K: March 9, 2016 PTC verbatim minutes (PDF)
- Attachment L: Applicant's Project Description (PDF)
- Attachment M: Project Plans (DOCX)

ATTACHMENT A
DRAFT

ACTION NO. 2015-__
RECORD OF THE COUNCIL OF THE CITY OF PALO ALTO LAND USE APPROVAL FOR 2515-2518 EL CAMINO REAL: ARCHITECTURAL REVIEW, SITE AND DESIGN REVIEW AND CONDITIONAL USE PERMIT HAYES GROUP ARCHITECTS, ON BEHALF OF ECRPA, LLC (15PLN-0170)

On _____, the Council of the City of Palo Alto approved the Mitigated Negative Declaration, Site and Design Review Application and Conditional Use Permit (CUP) for a mixed use building in the Community Commercial Subdistrict CC (2) and Community Neighborhood (CN) zone district.

SECTION 1. Background. The City Council of the City of Palo Alto ("City Council") finds, determines, and declares as follows:

A. Hayes Group Architects, on behalf of ECRPA, LLC has requested the City's adoption and approval for the following items:

(1) A Mitigated Negative Declaration, prepared in accordance with the California Environmental Quality Act (CEQA);

(2) Site and Design Review application for a to allow a new 39,858 square foot, 3-story mixed use building including retail, office, 13 residential condominium units and one level of underground parking on a 39,908 square foot lot to replace a 9,694 square foot existing restaurant (Olive Garden). The project includes a request for a Conditional Use Permit (CUP) to exceed the 5,000 square foot office for the site by approximately 4,835 square feet.

These properties are designated on the Comprehensive Plan land use map as Neighborhood Commercial and Regional/Community Commercial and are located within Community Commercial Subdistrict CC (2) and Community Neighborhood (CN) the zone district.

B. The Planning and Transportation Commission (Commission) reviewed the request for Site and Design Review, on March 9, 2016 and recommended approval.

C. The Architectural Review Board (ARB) reviewed the application for Site and Design Review on March 17, 206, and recommended approval.

SECTION 2. Environmental Review.

The City, as the lead agency for the Project, has determined that a Mitigated Negative Declaration (MND) will be required for the project subject to the provisions of the California Environmental Quality Act (CEQA). The Public Notice period for the MND began on January 18, 2016 and concluded on

February 19, 2016. The City Council hereby approves the MND for the project and adopts the related Mitigation and Monitoring and Reporting Plan.

SECTION 3. Site and Design Review Findings

1. The use will be constructed and operated in a manner that will be orderly, harmonious, and compatible with existing or potential uses of adjoining or nearby sites.

The proposed mixed use building would introduce compatible and harmonious uses in relation to adjacent and nearby uses in this diverse neighborhood. The project is located in an area of office, restaurant, commercial use and residential uses down Grant Avenue. The project redevelops the single-story building site with a three-story building; the project is designed to minimize the visual impact of the structure by stepping the building back, providing a plaza area with planters and street trees and landscaping along the building frontages. The development will complement the nearby uses. The materials, colors and landscaping selection have been designed to blend in with the natural environment to the greatest extent feasible.

2. The project is consistent with the goal of ensuring the desirability of investment, or the conduct of business, research, or educational activities, or other authorized occupations, in the same or adjacent areas.

The approval of the project would maintain the desirability of investment by providing a project with a mix of uses that would assist in improving the neighborhood by making better use of an underutilized parcel. The project would maintain desirability of investment in the same and adjacent areas, in that the proposed design, size and use of the site are consistent with the Zoning Ordinance and with the existing and future uses on El Camino Real. The construction and improvements would be governed by regulations of the current zoning ordinance, the Uniform Building Code and other applicable codes to assure safety and a high quality of development.

3. Sound principles of environmental design and ecological balance are observed in the project.

The proposal, as a mixed use infill project, is intended to benefit the environment by providing new housing within the city to reduce vehicle commute times. The project incorporates the following:

Tree Removal

The project includes removal of all existing trees (33); no trees are considered significant trees. The underground garage footprint encompasses the entire site, with the exception of a small section at the northwest corner. Several trees are located along the frontages and adjacent to the proposed building. Excavation for the garage will adversely impact the trees especially the trees along El Camino Real. Additionally, constructing the building and installing vertical shoring will require space currently occupied by tree limbs and branches. The existing structural conditions of the trees vary between fair to

poor, and would be difficult to retain and relocate. The project proposes 29-24 inch box trees to be planted. The landscape design is intended to provide color interest throughout the year. The planting will provide a buffer between the proposed improvements and the neighbors to the north of the site while at the same time addressing storm water improvements. The entire perimeter of the site is landscaped.

Sustainability and Green Building Design

Various green building strategies have been incorporated into the project. The building proposes to use sustainable materials and strategies, including high quality and long-life cycle rain screen façade system, recessed windows, high efficiency glazing systems, and abundant day-lighting. Parking is efficient and concentrated to minimize on-grade parking and deep excavation. Site lighting will be LED or other efficiency lighting type. Electric vehicle charging stations will comply with the type and quantity required by the City. Skylights are proposes to illuminate the second floor corridor during the day. A solar photovoltaic system is proposed and oriented for solar exposure. The site is located near a VTA bus stop. The proximity to the Caltrain station and the short-term and long term bicycle parking would encourage alternative methods of transportation.

4. The use will be in accord with the Palo Alto Comprehensive Plan.

The use will be developed in accordance with the City's Comprehensive Plan as further described in Section 4 (ARB Findings).

SECTION 4. ARB Findings/Context Based Design Criteria Findings and Architectural Review Findings

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

Comprehensive Plan and Purpose of ARB:

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

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

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

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

- The project promotes medium density residential development within the El Camino Real corridor and areas within the 0.5 miles of the Caltrain station.

- The design of the mixed-use development is consistent and compatible with applicable elements of the City's Comprehensive Plan in that the site is designated Neighborhood Commercial and Regional/Community Commercial, where residential is allowed and the Comprehensive Plan Table indicates compliance with the applicable policies.

- The project will comply with the following Comprehensive Plan policies:
    - Policy L-12: Preserve the character of residential neighborhoods by encouraging new or remodeled structures to be compatible with the neighborhood and adjacent structures. *The project has been designed to be compatible with the neighborhood by anchoring the block to the corner, stepping the building back and providing a street presence to enliven the neighborhood*.
    - Policy L-14: Design and arrange new multifamily buildings, including entries and outdoor spaces, so that each unit has a clear relationship to a public street. *The pedestrian and vehicular entries are separated to provide for a clear relationship for access. A pedestrian path is provided from Grant Avenue to Sherman Avenue. The vehicle entrance is provided from Sherman and Grant Avenues.*
    - Policy H2.1: Identify and implement a variety of strategies to increase housing density and diversity, including mixed us development, near community services, including a range of unit types. *The project site has been identified in the City's 2015-2023 Housing Element that could accommodate residential development. As noted in the Housing Inventory Site Table B-1, the combined sites 2515 and 2585 El Camino Real could accommodate 18 units. The project proposes 13 residential units.*

- The proposed project is not inconsistent with:
    - Policy L-14: which states, "Design and arrange new multifamily buildings, including entries and outdoor spaces, so that each unit has a clear relationship to a public street" since the proposed project is consistent in scale, density and building design with the surrounding structures that have multi-family residential uses.
    - Policy L-48: which states, "Promote high quality, creative design and site planning that is compatible with surrounding development and public spaces since the contemporary design is an attempt to employ a look that is compatible to the Mid-Century Modern buildings of the surrounding neighborhoods.

Compatibility and Character:

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

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

Finding #5: The design promotes harmonious transitions in scale and character in areas between

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

The project is consistent with Findings #2, #4, #5 and #6 because:
The design is compatible with the immediate environment of the site in that the building is located within a commercial zone district where other buildings of similar size and scale are common and where multifamily is allowed. The design is a reflection of its mixed use. Individual entries and detailed materials reinforce a pedestrian scale. The forms are informal and varied reflecting a mixed use character. The proposed project's siting reinforces the El Camino street frontage and sidewalk and provides a plaza amenity along the less busy Sherman Avenue frontage. The building defines the separation of uses through a change of form, materials and façade treatments. Most of the building along El Camino Real would be three stories while the portion closest to Sherman Avenue would be stepped down to two stories. The design is compatible with the sidewalks, roadway, utilities and other existing improvements. The proposed landscaping will enhance the improvements both on and off site.

Functionality and Open Space:
Finding #3: The design is appropriate to the function of the project.
Finding #7: The planning and siting of the building on the site creates an internal sense of order and provides a desirable environment for occupants, visitors and the general community.
Finding #8: The amount and arrangement of open space are appropriate to the design and the function of the structures.

The project is consistent with Findings #3, #7, and #8 because:
The project redevelops the single-story building site with a three-story building; the project is designed to minimize the visual impact of the structure by stepping the building back, providing a plaza area with planters and street trees and landscaping along the building frontages. The development will complement the nearby uses. The materials, colors and landscaping selection have been designed to blend in with the natural environment to the greatest extent feasible. The project provides 14,903 square feet of public landscape area and open space and 2,700 sf of usable private open space, including balconies and terraces for each residential unit.

Circulation and Traffic:
Finding #9: Sufficient ancillary functions are provided to support the main functions of the project and the same are compatible with the project's design concept.
Finding #10: Access to the property and circulation thereon are safe and convenient for pedestrians, cyclists and vehicles.

The project is consistent with Findings #9 and #10 because:
The project will provide a minimum 12 foot sidewalk on El Camino Real and a pedestrian path from Sherman to Grant Avenue. Large storefront windows, plaza area and planters create a pedestrian friendly project. Short term bicycle racks are located along Sherman and Grant Avenues, and long term spaces are located in the garage below. Car charging stations are proposed in the garage. Surface

parking and access to the underground parking is located on grade level. A pedestrian path is proposed from Grant Avenue to Sherman Avenue.

Landscaping and Plant Materials:
Finding #11: Natural features are appropriately preserved and integrated with the project.
Finding #12: The materials, textures and colors and details of construction and plant material are an appropriate expression to the design and function and compatible with the adjacent and neighboring structures, landscape elements and functions.
Finding #13: The landscape design concept for the site, as shown by the relationship of plant masses, open space, scale, plant forms and foliage textures and colors create a desirable and functional environment on the site and the landscape concept depicts an appropriate unit with the various buildings on the site.
Finding #14: Plant material is suitable and adaptable to the site, capable of being properly maintained on the site, and is of a variety that would tend to be drought-resistant and to reduce consumption of water in its installation and maintenance.

The project is consistent with Findings #11- #14 because:
Natural features will be preserved by retaining nine street trees and providing new landscaping and new street trees along El Camino Real, Sherman and Grant Avenues. Drought tolerant landscaping is proposed throughout the project site and efficient irrigation systems are to be provided as reflected in the proposed irrigation plans. Natural features will not be displaced. Landscaping along the side property line softens views of the site from the adjacent residential unit.

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

a. High efficiency toilets
b. Efficient appliances
c. Fire resistant roofing materials
d. Low-water plant materials
e. Use of energy efficient LED lighting
f. Low-flow plumbing and shower fixtures

The project is consistent with Finding #15 because:
The project incorporates various green building strategies including high quality and long life-cycle rain screen façade system, recessed windows, high efficiency glazing systems, LED lighting, electric car charging stations and abundant daylighting.

Context Based Design Criteria Findings

Pursuant to PAMC 18.13.060(b), in addition to the findings for Architectural Review contained in PAMC 18.16.090(b) 'Commercial District Context-Based Design Criteria,' the following additional findings have been made in the affirmative:

1) Pedestrian and Bicycle Environment: The design of new projects shall promote pedestrian walkability, a bicycle friendly environment, and connectivity. This finding can be made in the affirmative in that the project will provide a minimum 12 foot sidewalk on El Camino Real and a pedestrian path from Sherman to Grant Avenue. Large storefront windows, plaza area and planters create a pedestrian friendly project. Short term bicycle racks are located along Sherman and Grant Avenues, and long term spaces are located in the garage below.

2) Street Building Facades: Street facades shall be designed to provide a strong relationship with the sidewalk and the streets, to create an environment that supports and encourages pedestrian activity through design. This finding can be made in the affirmative in that the façade includes large windows, projecting eaves, overhangs, and above grade balcony areas for both commercial and residential users help to create an relationship. The main building entry is accessed from the plaza fronting Sherman Avenue and is defined by the buildings mass and shape. The building improves and defines the site relationship with the street, block and corners.

3) Massing and Setbacks. Buildings shall be designed to minimize massing and conform to proper setbacks. This finding can be made in the affirmative in that the project has a hierarchy of height and form, and differentiates uses through mass and material. The building's massing informs the primary entry and the roof form accommodates solar panels. The building appears as two separate masses with a prominent corner entry.

4) Low-Density Residential Transitions: Where new projects are built abutting existing lower-scale residential development, care shall be taken to respect the scale and privacy of neighboring properties. This finding can be made in the affirmative in that the building is setback from the RM40 zoned property where there is currently a single-family home. Landscaping, setbacks, and a concrete wall will provide visual privacy and separation.

5) Project Open Space: Private and public open space shall be provided so that it is usable for the residents and visitors of the site. This finding can be made in the affirmative in that the project incorporates a plaza, a common open space area positioned along Sherman Avenue and residential balconies.

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. This finding can be made in the affirmative in that the parking is mostly below ground with access off of from Grant and Sherman Avenues. On grade parking and vehicular access is screened from abutting properties with landscaping and fences.

7) Large (multi-acre) Sites. Large (in excess of one acre) sites shall be designed so that street, block, and building patterns are consistent with those of the surrounding neighborhood. This finding is not applicable to this project since the site is approximately 39, 953 square feet in area.

8) Sustainability and Green Building Design. The project incorporates various green building strategies including high quality and long life-cycle rain screen façade system, recessed windows, high efficiency glazing systems, LED lighting, electric car charging stations and abundant daylighting.

SECTION 5. Conditional Use Permit Findings

Conditional Use Permit approval is based on the findings indicated under PAMC Section 18.76.010 and is subject to the Conditions of Approval listed below:

1. *The proposed use, at the proposed location, 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 proposed mixed use project is permitted in the Community Commercial (2) subdistrict CC (2) and the Community Neighborhood (CN) Zoning District and is compatible and will contribute to the active community commercial district. The mixed-use project will be located on El Camino Real and is expected to be conducted in a manner that will not be injurious to property or improvements in the vicinity or detrimental to the public health, safety, and general welfare, or convenience. Moreover, to address additional vehicle trips associated with the increased office space, a condition has been incorporated into the approval requiring the preparation, implementation, and monitoring of a transportation demand management program.

2. *The proposed use will be located and conducted in a manner in accord with the Palo Alto Comprehensive Plan and the purposes of the Zoning Ordinance.*

   The proposed mixed-use project is compatible with the site's land use designation of Community Commercial and with its CC (2) and CN zoning designations. Retail and multi-family residential will serve to enliven the mix of businesses on El Camino Real and contribute to the area's economic vitality.

SECTION 6. Site and Design Review Approval. Site and Design Review granted by the City Council under Palo Alto Municipal Code Section 18.30(G).070, for application 15PLN-00170, subject to the conditions of approval in Section eight of the Record.

SECTION 7. Conditions of Approval.

Department of Planning and Community Environment

1. The plans submitted for Building Permit shall be in substantial conformance with plans date stamped May 23, 2016, except as modified to incorporate these conditions of approval.

2. These conditions of approval shall be printed on the plans submitted for building permits.

3. The existing city street trees shall be maintained and protected during construction per City of Palo Alto requirements.

4. Unless an appeal is filed, this project approval shall be effective for one year from May 23, 2016, within which time construction of the project shall have commenced. Application for extension of this entitlement may be made prior to the one year expiration. The time period for a project may be extended once for an additional year by the Director of Planning and shall be open to appeal at that time. In the event the building permit is not secured for the project within the time limits specified above, the Architectural Review approval shall expire and be of no further force or effect.

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

6. For all future commercial business, operating or with activities between the hours of 10:00 p.m. and 6:00 a.m., a conditional use permit shall be obtained and conditions of approval shall be applied as deemed necessary to ensure the operation is compatible with the site's surrounding uses (PAMC 18.23.040).

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

8. The applicant shall prepare a Transportation Demand Management (TDM) plan for review and approval by the Director of Planning and Community Environment prior to the issuance of building permits. The TDM plan shall include measures and programs to achieve a reduction in single-occupancy vehicle trips to the site by a minimum amount equal to anticipated trip generation for the office component of the project that exceeds 5,000 square feet. The TDM plan shall include an annual monitoring plan to document mode split and trips to the project site. The TDM plan and monitoring and reporting requirements may be revised in the future if the minimum reduction is not achieved through the measures and programs initially implemented. Projects that do not achieve the required reduction may be subject to daily penalties as set forth in the city's fee schedule.

9. As applicable, the project is subject to interim Ordinance 5330, related to the temporary moratorium on the conversion of ground floor retail and retail-like uses.

10. Estimated Development Impact Fees in the amount of $971,989 plus the applicable public art fee, per PAMC 16.61.040, shall be paid prior to the issuance of the related building permit.

11. 90-Day Protest Period: California Government Code Section 66020 provides that a project applicant who desires to protest the fees, dedications, reservations, or other exactions imposed on a development project must initiate the protest at the time the development project is approved or conditionally approved or within ninety (90) days after the date that fees, dedications, reservations or exactions are imposed on the Project. Additionally, procedural requirements for protesting these development fees, dedications, reservations and exactions are set forth in Government Code Section 66020. IF YOU FAIL TO INITIATE A PROTEST WITHIN THE 90-DAY PERIOD OR FOLLOW THE PROTEST PROCEDURES DESCRIBED IN GOVERNMENT CODE SECTION 66020, YOU WILL BE BARRED FROM CHALLENGING THE VALIDITY OR REASONABLENESS OF THE FEES, DEDICATIONS, RESERVATIONS, AND EXACTIONS.

    If these requirements constitute fees, **taxes, assessments,** dedications, reservations, or other exactions as specified in Government Code Sections 66020(a) **or 66021**, this is to provide notification that, as of the date of this notice, the 90-day period has begun in which you may protest these requirements.

12. 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 its actual attorney's 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. A Mitigation Monitoring and Reporting Program (MMRP), prepared for this project in compliance with the California Environmental Quality Act (CEQA), is included in the administrative record and shown as Attachment H in the May 23, 2016 City Council Staff Report, and is hereby incorporated by reference as conditions of approval. The applicant shall comply with all specified mitigation measures in the timelines outlined in the project's MMRP. Prior to requesting issuance of any related demolition and/or construction permits, the applicant shall meet with the Project Planner to review and ensure compliance with the MMRP, subject to the satisfaction of the Director of Planning of Planning and Community Environment.

Fire Department

14. Fire sprinklers to be designed per NFPA 13. Fire sprinklers and fire alarm systems required in accordance with NFPA 13, NFPA 24, NFPA 72 and State and local standards. Sprinkler, fire alarm and underground fire supply installations require separate submittal to the Fire Prevention Bureau.

15. Sprinkler main drain must be coordinated with plumbing design so that 200 gpm can be flowed for annual main drain testing for 90 seconds without overflowing the collection sump, and the Utilities Department approved ejector pumps will be the maximum flow rate to sanitary sewer.

16. Applicant shall work with Utilities Department to provide acceptable backflow prevention configuration.

17. All floor levels must be served by an elevator capable of accommodating a 24 x 84 inch gurney without lifting or manipulating the gurney.

18. All welding or other hot work during construction shall be under a permit obtained from the Palo Alto Fire Department with proper notification and documentation of procedures followed and work conducted.

19. Low-E glass and underground parking areas can interfere with portable radios used by emergency responders. Please provide an RF Engineering analysis to determine if additional devices or equipment will be needed to maintain operability of emergency responder portable radios throughout 97% of the building in accordance with the Fire Code Section 510 as adopted by the City of Palo Alto. A written report to the Fire Marshal shall be provided prior to final inspection.

Public Works Engineering

20. SUBDIVISION: The proposed project is shown merging two lots and creating more than 4 condominium units. Therefore, prior to building permit issuance, the applicant shall submit, receive approval for, and record with the county recorder, a Tentative/Final map. As part of the mapping for this project, the city requests that the existing sidewalk easement on Sherman Avenue be dedicated to the city and that a 4FT wide public access easement be provided along the El Camino Real frontage, consistent with the 12FT wide El Camino Sidewalk code requirement.

21. Tentative/Final maps are submitted under a Major Subdivision application to the Department of Planning and Community Environment. Public Works will review and provide comments on the documents provided as part of the submittal. Please be advised that under the provisions of the Subdivision Map Act, off-site improvement plans are processed as an extension of the subdivision application process and the applicant may be required to enter into a subdivision improvement agreement and provide security for work shown in the plans.

22. OFF SITE IMPROVEMENTS: As part of this project and the associated subdivision, the applicant shall meet with city officials to determine specific off-site improvement requirements. At

minimum, the following improvements shall be provided and shown on the off-site improvement plan and within the plans submitted for a building permit.

23. SIDEWALK, CURB & GUTTER: As part of this project, the applicant must replace all existing sidewalk, curb, gutter and driveway approaches in the public right-of-way along the frontage(s) of the project. Sidewalk curb extensions/bulb outs at Grant Avenue and Sherman Avenue intersection shall be provided as part of the sidewalk improvements. Bulbs shall extend 6-ft beyond the existing face of curb on the Sherman and Grant frontages, not extend beyond the existing El Camino Real face of curb, and the corner radius shall be 15-ft. Any existing non-compliant curb ramps adjacent to the required resurfacing work shall also be replaced. 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.

24. STREET RESURFACING: The applicant is required to resurface the full width (curb to curb) of Sherman Avenue and Grant Avenue. The El Camino Real pavement section between the face of curb and the center median island shall also be resurfaced per Caltrans standards. Should the El Camino Real resurfacing requirement conflict with future Caltrans requirements, Caltrans requirements shall apply. At minimum, all striping shall be replaced in kind and additional signage added as needed.

25. STREET TREES: Please refer to Public Works Urban forestry for specific comments and conditions of approval, but at minimum, new street trees within the public right of way adjacent to the property frontage (s) may be required as part of this project. Illustrate all required street tree work on the architectural site plan, landscape plan, and the grading and drainage plans.

26. STREET LIGHTING: The applicant is required to install decorative street lights along the El Camino Real sidewalk frontage. The existing "cobra head" luminaires, poles, and foundations shall be replaced in place with new roadway decorative masts, bases, arms, and luminaires. New pedestrian-scale luminaires, poles and bases shall be centered between the roadway lighting to provide a combined spacing of roughly 60-ft O.C. Decorative roadway and pedestrian scale lighting standards are available from Public Works staff.

27. STORM DRAIN: The plans submitted with the Site and Design Application show a new storm drain connection within Grant Avenue connecting with an existing storm drain main under El Camino Real. The applicant is advised that multiple utility crossings within El Camino Real are

necessary to construct the line as proposed. The applicant shall verify utility depths to assess the feasibility of constructing this line and revise if necessary.

28. 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.

29. 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.
30. DEWATERING: Basement excavations may require dewatering during construction. Public Works only allows groundwater drawdown well dewatering. Open pit groundwater dewatering is disallowed. Dewatering is only allowed from April through October due to inadequate capacity in our storm drain system. The geotechnical report for this site must list the highest anticipated groundwater level. We recommend a piezometer to be installed in the soil boring. The contractor must determine the depth to groundwater immediately prior to excavation by using the piezometer or by drilling an exploratory hole if the deepest excavation will be within 3 feet of the highest anticipated groundwater level. If groundwater is found within 2 feet of the deepest excavation, a drawdown well dewatering system must be used, or alternatively, the contractor can excavate for the basement and hope not to hit groundwater, but if he does, he must immediately stop all work and install a drawdown well system before he continues to excavate. Public Works may require the water to be tested for contaminants prior to initial discharge and at intervals during dewatering. If testing is required, the contractor must retain an independent testing firm to test the discharge water for the contaminants Public Works specifies and submit the results to Public Works.

Public Works reviews and approves dewatering plans as part of a S*treet Work Permit*. The applicant can include a dewatering plan in the building permit plan set in order to obtain approval of the plan during the building permit review, but the contractor will still be required to obtain a street work permit prior to dewatering. Alternatively, the applicant must include the above dewatering requirements in a note on the site plan. Public Works has a sample dewatering plan sheet and dewatering guidelines available at the Development Center and on our website.

31. WATER FILLING STATION: Due to the California drought, applicant shall install a water station for the non-potable reuse of the dewatering water. This water station shall be constructed within private property, next to the right-of-way, (typically, behind the sidewalk). The station shall be accessible 24 hours a day for the filling of water carrying vehicles (i.e. street sweepers, etc.). The water station may also be used for onsite dust control. Before a discharge permit can be issued, the water supply station shall be installed, ready for operational and inspected by Public Works. The groundwater will also need to be tested for contaminants and chemical properties for the non-potable use. The discharge permit cannot be issued until the test results are received. Additional information regarding the station will be made available on the City's website under Public Works.

32. GRADING & DRAINAGE PLAN: The plan set must include a grading & drainage plan prepared by a licensed professional that includes existing and proposed spot elevations and drainage flow arrows to demonstrate proper drainage of the site. Adjacent grades must slope away from the house a minimum of 2%. Downspouts and splashblocks should be shown on this plan, as well as any site drainage features such as swales. Grading will not be allowed that increases drainage onto, or blocks existing drainage from, neighboring properties. Public Works generally does not allow rainwater to be collected and discharged into the street gutter, but encourages the developer to keep rainwater onsite as much as feasible by directing runoff to landscaped and other pervious areas of the site. See the Grading & Drainage Plan Guidelines for New Single Family Residences: http://www.cityofpaloalto.org/civicax/filebank/documents/2717

33. 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.

34. 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

35. SWPPP: The proposed development will disturb more than one acre of land. Accordingly, the applicant will be required to comply with the State of California's General Permit for Storm Water Discharges Associated with Construction Activity. This entails filing a Notice of Intent to Comply (NOI), paying a filing fee, and preparing and implementing a site specific storm water pollution prevention plan (SWPPP) that addresses both construction-stage and post-construction BMP's for storm water quality protection. The applicant is required to submit two copies of the NOI and the draft SWPPP to the Public Works Department for review and approval prior to issuance of the building permit. Also, include the City's standard "Pollution Prevention - It's Part of the Plan" sheet in the building permit plan set. Copies are available from Public Works at the Development Center.

36. SOURCE CONTROL: As a stormwater pollution prevention measure, any drains within loading docks, trash enclosures, and the covered portion of the underground parking garage shall discharge to the sanitary sewer. Exterior loading docks and trash enclosures shall be covered.

37. STREET TREES: Show all existing street trees in the public right-of-way. Any removal, relocation or planting of street trees; or excavation, trenching or pavement within 10 feet of street trees must be approved by Public Works' arborist (phone: 650-496-5953). This approval shall appear on the plans. Show construction protection of the trees per city requirements.

38. 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.

39. 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.

40. 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 building permit review process to certify that the proposed permanent storm water pollution prevention measures comply with the requirements of Palo Alto Municipal Code Chapter 16.11.** The certification form, 2 copies of approved storm water treatment plan, and a description of Maintenance Task and Schedule must be received by the City from the third-party reviewer prior to approval of the building permit by the Public Works department. **Within 45 days of the installation of the required storm water treatment measures and prior to the issuance of an occupancy permit for the building, third-party reviewer shall also submit to the City a certification for approval that the project's permanent measures were constructed and installed in accordance to the approved permit drawings.**

41. STORMWATER MAINTENANCE AGREEMENT: The applicant shall designate a party to maintain the control measures for the life of the improvements and must enter into a **maintenance agreement** with the City to guarantee the ongoing maintenance of the permanent C.3 storm water discharge compliance measures. **The maintenance agreement shall be executed prior to the first building occupancy sign-off**. The City will inspect the treatment measures yearly and charge an inspection fee. There is currently a $350 C.3 plan check fee that will be collected upon submittal for a grading or building permit.

42. 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 plan will be attached to a street work permit.

43. 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.

Green Building

Local Energy Reach Code for Non-Residential Projects

The following conditions apply to the project:

44. **The project includes new construction and therefore triggers the Local Energy Efficiency Reach Code.** For all new non-residential construction: The performance approach specified within the 2013 California Energy Code shall be used to demonstrate that the TDV Energy of the proposed building is at least 15% less than the TDV Energy of the Standard Design. (Ord. 5326 § 1 (part), 2015)

Green Building Requirements for Non-Residential Projects

The following conditions apply to the project:

45. **The project is a new nonresidential construction project greater than 1,000 square feet** and therefore must comply with California Green Building Standards Code Mandatory plus Tier 2 requirements, as applicable to the scope of work. PAMC 16.14.080 (Ord. 5324 § 1 (part), 2015). The project applicant shall indicate the requirements on the Permit Plans. The submittal requirements are outlined here: www.cityofpaloalto.org/gov/depts/ds/green_building/default.asp.

46. **The project is a new building over 10,000 square feet** and therefore must meet the commissioning requirements outlined in the California Building Code section 5.410.2 for Planning Approval. The project team shall re-submit the Owner's Project Requirements (OPR) in accordance with section 5.410.2.1 with an updated Basis of Design (BOD) in accordance with 5.410.2.2 that reflects the design elements finalized between Planning Approval and Permit Submittal. The project shall also submit a Commissioning Plan in accordance with 5.410.2.3 and

the GB-3 and GB-4 requirements listed on the green building section of the Development Services webpage.

47. **The project is a nonresidential projects exceeding $100,000 valuation** and therefore must acquire an Energy STAR Portfolio Manager Rating and submit the rating to the City of Palo Alto once the project has been occupied after 12 months. PAMC 16.14.380 (Ord. 5324 § 1 (part), 2015). The Energy Star Project Profile shall be submitted to the Building Department prior to permit issuance. Submittal info can be found at: https://www.cityofpaloalto.org/gov/depts/utl/business/benchmarking_your_building.asp.

48. **EMERGENCY DROUGHT REGULATIONS: The project is a non-residential new construction project with a landscape of any size included in the project scope** and therefore must comply with Potable water reduction Tier 2 in accordance with the Emergency Drought Regulations effective June 1st, 2015. Documentation is required to demonstrate that the Estimated Total Water Use (ETWU) falls within a Maximum Applied Water Allowance (MAWA) using the ET adjustment factor (ETAF) of 0.55 for landscaped areas. Special Landscape Areas (SLA) will be given an allowance of 0.45. The resulting ETAF for SLA shall be 1.0. (PAMC 16.14 (Ord. 5324 § 1 (part), 2015) and the Emergency Drought Regulations link below:
http://www.documents.dgs.ca.gov/bsc/2015TriCycle/BSC-Meetings/Emergency-Regs/HCD-EF-01-15-ET-Pt11.pdf
The project applicant shall update sheet L-6 to reflect the landscape calculations and information above on the Permit Plans.

49. **The project includes a new or altered irrigation system** and therefore must be designed and installed to prevent water waste due to overspray, low head drainage, or other conditions where water flows onto adjacent property, non-irrigated areas, walks, roadways, parking lots, or structures. PA 16.14.300 (Ord. 5324 § 1 (part), 2015).

50. **The project includes a new or altered irrigation system** and therefore the irrigation must be scheduled between 8:00 p.m. and 10:00 a.m. unless weather conditions prevent it. Operation of the irrigation system outside the normal watering window is allowed for auditing and system maintenance. Total annual applied water shall be less than or equal to maximum applied water allowance (MAWA) as calculated per the potable water use reduction tier. PAMC 16.14.310 (Ord. 5324 § 1 (part), 2015).). The project applicant shall indicate the requirements on the Permit Plans.

51. **The project is outside the boundaries of the recycled water project area and is greater than 1,000 square feet** and therefore must install recycled water infrastructure for irrigation

systems. PAMC 16.14.230 (Ord. 5324 § 1 (part), 2015). The project applicant shall indicate the requirements on the Permit Plans.

52. **The project is either new construction or a rehabilitated landscape and is greater than 1,000 square feet and therefore must install** a dedicated irrigation meter related to the recycled water infrastructure. PAMC 16.14.230 (Ord. 5324 § 1 (part), 2015). The project applicant shall indicate the requirements on the Permit Plans.

53. **The project is a nonresidential new construction or renovation project and has a value exceeding $25,000** and therefore must meet Enhanced Construction Waste Reduction Tier 2. PAMC 16.14.240 (Ord. 5324 § 1 (part), 2015). The project shall use the Green Halo System to document the requirements.

54. **The project includes non-residential demolition** and therefore must meet the Enhanced Construction Waste Reduction - Tier 2. PAMC 16.14.270 (Ord. 5324 § 1 (part), 2015). The project shall use the Green Halo System to document the requirements.

55. **The project is a new non-residential structure** and therefore must comply with the City of Palo Alto Electric Vehicle Charging Ordinance 5324. The project shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for at least 25% of parking spaces, among which at least 5% (and no fewer than one) shall be EVSE Installed. The requirements shall be applied separately to accessible parking spaces. See Ordinance 5324 for EVSE definitions, minimum circuit capacity, and design detail requirements. PAMC 16.14.380 (Ord. 5263 § 1 (part), 2013) See https://www.cityofpaloalto.org/civicax/filebank/documents/43818 for additional details.
56. **The project has indicated the locations of the EVSE infrastructure on sheet A0.3.**

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

57. **The project is a nonresidential projects exceeding $100,000 valuation** and therefore must acquire an Energy STAR Portfolio Manager Rating and submit the rating to the City of Palo Alto once the project has been occupied after 12 months. PAMC 16.14.250 (Ord. 5324 § 1 (part), 2015). Submittal info can be found at: https://www.cityofpaloalto.org/gov/depts/utl/business/benchmarking_your_building.asp.

58. **OPTIONAL: The project is a new construction or remodel of a commercial project** and therefore may elect to engage the City of Palo Alto consultant, BASE Energy Inc, free of charge. BASE will assist the project in targeting Zero Net Energy and exceeding the Title 24 Energy Code. Rebates may be available via working with Base. For more information, visit

cityofpaloalto.org/commercial program or call 650.329.2241. The applicant may also contact Ricardo Sfeir at BASE Energy at rsfeir@baseco.com to schedule a project kick-off.

Utilities Incentives & Rebates

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

Bird-Friendly Building Design

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

Public Works Environmental Services

60. **PAMC 16.09.170, 16.09.040 Discharge of Groundwater**
The project is located in an area of suspected or known groundwater contamination with Volatile Organic Compounds (VOCs). If groundwater is encountered then the plans must include the following procedure for construction dewatering:
Prior to discharge of any water from construction dewatering, the water shall be tested for volatile organic compounds (VOCs) using EPA Method 601/602 or Method 624. The analytical results of the VOC testing shall be transmitted to the Regional Water Quality Control Plant (RWQCP) 650-329-2598. Contaminated ground water that exceeds state or federal requirements for discharge to navigable waters may not be discharged to the storm drain system or creeks. If the concentrations of pollutants exceed the applicable limits for discharge to the storm drain system then an Exceptional Discharge Permit must be obtained from the RWQCP prior to discharge to the sanitary sewer system. If the VOC concentrations exceed the toxic organics discharge limits contained in the Palo Alto Municipal Code (16.09.040(m)) a treatment system for removal of VOCs will also be required prior to discharge to the sanitary sewer. Additionally, any water discharged to the sanitary sewer system or storm drain system must be free of sediment.

61. **PAMC 16.09.055 Unpolluted Water**
Unpolluted water shall not be discharged through direct or indirect connection to the sanitary sewer system.
And **PAMC 16.09.175 (b) General prohibitions and practices**
Exterior (outdoor) drains may be connected to the sanitary sewer system only if the area in which the drain is located is covered or protected from rainwater run-on by berms and/or grading, and appropriate wastewater treatment approved by the Superintendent is provided. For additional information regarding loading docks, see section 16.09.175(k)

62. **PAMC 16.09.180(b)(9) Covered Parking**
Drain plumbing for parking garage floor drains must be connected to an oil/water separator with a minimum capacity of 100 gallons, and to the sanitary sewer system

63. **PAMC 16.09.180(b)(10) Dumpsters for New and Remodeled Facilities**
New buildings and residential developments providing centralized solid waste collection, except for single-family and duplex residences, shall provide a covered area for a dumpster. The area shall be adequately sized for all waste streams and designed with grading or a berm system to prevent water runon and runoff from the area.

64. **PAMC 16.09.180(b)(14) Architectural Copper**
On and after January 1, 2003, copper metal roofing, copper metal gutters, copper metal down spouts, and copper granule containing asphalt shingles shall not be permitted for use on any residential, commercial or industrial building for which a building permit is required. Copper flashing for use under tiles or slates and small copper ornaments are exempt from this prohibition. Replacement roofing, gutters and downspouts on historic structures are exempt, provided that the roofing material used shall be prepatinated at the factory. For the purposes of this exemption, the definition of "historic" shall be limited to structures designated as Category 1 or Category 2 buildings in the current edition of the Palo Alto Historical and Architectural Resources Report and Inventory.

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

66. **PAMC 16.09.205 Cooling Towers**
No person shall discharge or add to the sanitary sewer system or storm drain system, or add to a cooling system, pool, spa, fountain, boiler or heat exchanger, any substance that contains any of the following:
(1) Copper in excess of 2.0 mg/liter;
(2) Any tri-butyl tin compound in excess of 0.10 mg/liter;
(3) Chromium in excess of 2.0 mg/liter.
(4) Zinc in excess of 2.0 mg/liter; or
(5) Molybdenum in excess of 2.0 mg/liter.

The above limits shall apply to any of the above-listed substances prior to dilution with the cooling system, pool, spa or fountain water.
A flow meter shall be installed to measure the volume of blowdown water from the new cooling tower. Cooling systems discharging greater than 2,000 gallons per day are required to meet a copper discharge limit of 0.25 milligrams per liter.

67. **PAMC 16.09.180(b)(b) Copper Piping**
Copper, copper alloys, lead and lead alloys, including brass, shall not be used in sewer lines, connectors, or seals coming in contact with sewage except for domestic waste sink traps and short lengths of associated connecting pipes where alternate materials are not practical. The plans must specify that copper piping will not be used for wastewater plumbing.

68. **16.09.180(12) Mercury Switches**
Mercury switches shall not be installed in sewer or storm drain sumps.

69. **PAMC 16.09.205(a) Cooling Systems, Pools, Spas, Fountains, Boilers and Heat Exchangers**
It shall be unlawful to discharge water from cooling systems, pools, spas, fountains boilers and heat exchangers to the storm drain system.

70. **PAMC 16.09.165(h) Storm Drain Labeling**
Storm drain inlets shall be clearly marked with the words "No dumping - Flows to Bay," or equivalent.

Undesignated Retail Space:

71. **PAMC 16.09**
Newly constructed or improved buildings with all or a portion of the space with undesignated tenants or future use will need to meet all requirements that would have been applicable during design and construction. If such undesignated retail space becomes a food service facility the following requirements must be met:

Designated Food Service Establishment (FSE) Project:

A. Grease Control Device (GCD) Requirements, PAMC Section 16.09.075 & cited Bldg/Plumbing Codes

1. The plans shall specify the manufacturer details and installation details of all proposed GCDs. (CBC 1009.2)
2. GCD(s) shall be sized in accordance with the 2007 California Plumbing Code.
3. GCD(s) shall be installed with a minimum capacity of 500 gallons.
4. GCD sizing calculations shall be included on the plans. See a sizing calculation example below.
5. The size of all GCDs installed shall be equal to or larger than what is specified on the plans.

6. GCDs larger than 50 gallons (100 pounds) shall not be installed in food preparation and storage areas. Santa Clara County Department of Environmental Health prefers GCDs to be installed outside. GCDs shall be installed such that all access points or manholes are readily accessible for inspection, cleaning and removal of all contents. GCDs located outdoors shall be installed in such a manner so as to exclude the entrance of surface and stormwater. (CPC 1009.5)
7. All large, in-ground interceptors shall have a minimum of three manholes to allow visibility of each inlet piping, baffle (divider) wall, baffle piping and outlet piping. The plans shall clearly indicate the number of proposed manholes on the GCD. The Environmental Compliance Division of Public Works Department may authorize variances which allow GCDs with less than three manholes due to manufacture available options or adequate visibility.
8. Sample boxes shall be installed downstream of all GCDs.
9. All GCDs shall be fitted with relief vent(s). (CPC 1002.2 & 1004)
10. GCD(s) installed in vehicle traffic areas shall be rated and indicated on plans.

B. Drainage Fixture Requirements, PAMC Section 16.09.075 & cited Bldg/Plumbing Codes

11. To ensure all FSE drainage fixtures are connected to the correct drain lines, each drainage fixture shall be clearly labeled on the plans. A list of all fixtures and their discharge connection, i.e. sanitary sewer or grease waste line, shall be included on the plans.
12. A list indicating all connections to each proposed GCD shall be included on the plans. This can be incorporated into the sizing calculation.
13. All grease generating drainage fixtures shall connect to a GCD. These include but are not limited to:
    a. Pre-rinse (scullery) sinks
    b. Three compartment sinks (pot sinks)
    c. Drainage fixtures in dishwashing room except for dishwashers shall connect to a GCD
    d. Examples: trough drains (small drains prior to entering a dishwasher), small drains on busing counters adjacent to pre-rinse sinks or silverware soaking sinks
    e. Floor drains in dishwashing area and kitchens
    f. Prep sinks
    g. Mop (janitor) sinks
    h. Outside areas designated for equipment washing shall be covered and any drains contained therein shall connect to a GCD.
    i. Drains in trash/recycling enclosures
    j. Wok stoves, rotisserie ovens/broilers or other grease generating cooking equipment with drip lines
    k. Kettles and tilt/braising pans and associated floor drains/sinks
14. The connection of any high temperature discharge lines and non-grease generating drainage fixtures to a GCD is prohibited. The following shall not be connected to a GCD:
    a. Dishwashers
    b. Steamers
    c. Pasta cookers
    d. Hot lines from buffet counters and kitchens

e. Hand sinks
f. Ice machine drip lines
g. Soda machine drip lines
h. Drainage lines in bar areas

15. No garbage disposers (grinders) shall be installed in a FSE. (PAMC 16.09.075(d)).
16. Plumbing lines shall not be installed above any cooking, food preparation and storage areas.
17. Each drainage fixture discharging into a GCD shall be individually trapped and vented. (CPC 1014.5)

C. Covered Dumpsters, Recycling and Tallow Bin Areas PAMC, 16.09.075(q)(2)

18. Newly constructed and remodeled FSEs shall include a covered area for all dumpsters, bins, carts or container used for the collection of trash, recycling, food scraps and waste cooking fats, oils and grease (FOG) or tallow.
19. The area shall be designed and shown on plans to prevent water run-on to the area and runoff from the area.
20. Drains that are installed within the enclosure for recycle and waste bins, dumpsters and tallow bins serving FSEs are optional. Any such drain installed shall be connected to a GCD.
21. If tallow is to be stored outside then an adequately sized, segregated space for a tallow bin shall be included in the covered area.
22. These requirements shall apply to remodeled or converted facilities to the extent that the portion of the facility being remodeled is related to the subject of the requirement.

D. Large Item Cleaning Sink, PAMC 16.09.075(m)(2)(B)

23. FSEs shall have a sink or other area drain which is connected to a GCD and large enough for cleaning the largest kitchen equipment such as floor mats, containers, carts, etc. Recommendation: Generally, sinks or cleaning areas larger than a typical mop/janitor sink are more useful.

E. GCD sizing criteria and an example of a GCD sizing calculation (2007 CPC)

Sizing Criteria:

Drain Fixtures	DFUs
Pre-rinse sink	4
3 compartment sink	3
2 compartment sink	3
Prep sink	3
Mop/Janitorial sink	3
Floor drain	2
Floor sink	2

GCD Sizing:

Total DFUs	GCD Volume (gallons)
8	500
21	750
35	1,000
90	1,250
172	1,500
216	2,000

Quantity	Drainage Fixture & Item Number	DFUs	Total
1	Pre-rinse sink, Item 1	4	4
1	3 compartment sink, Item 2	3	3
2	Prep sinks, Item 3 & Floor sink, Item 4	3	6
1	Mop sink, Item 5	3	3

Example GCD Sizing Calculation:

1	Floor trough, Item 6 & tilt skillet, Item 7	2	2
1	Floor trough, Item 6 & steam kettle, Item 8	2	2
1	Floor sink, Item 4 & wok stove, Item 9	2	2
4	Floor drains	2	8
	1,000 gallon GCD minimum sized	Total:	30

Note:

- All resubmitted plans to Building Department which include FSE projects shall be resubmitted to Water Quality.

- It is frequently to the FSE's advantage to install the next size larger GCD to allow for more efficient grease discharge prevention and may allow for longer times between cleaning. There are many manufacturers of GCDs which are available in different shapes, sizes and materials (plastic, reinforced fiberglass, reinforced concrete and metal)

- The requirements will assist FSEs with FOG discharge prevention to the sanitary sewer and storm drain pollution prevention. The FSE at all times shall comply with the Sewer Use Ordinance of the Palo Alto Municipal Code. The ordinances include requirements for GCDs, GCD maintenance, drainage fixtures, record keeping and construction projects.

Building Inspection Division

72. Separate submittals and permits are required for the following systems and components if utilized: EVSE, P.V., and Solar Hot Water systems.
73. A demolition permit shall be required for the removal of the existing building on site.
74. The accessible elevator landings above or below the level of exit discharge shall include a Two-Way communication system per CBC 1007.8
75. When Alarms or emergency warning systems are installed they shall include both audible and visible alarms complying with NFPA 72 and CBC 907.5.2.1 and 907.5.2.3 (this includes "adaptable units").

Public Works Tree Specialist

76. PUBLIC STREET TREES. The Civil Sheets and Landscape Plans shall show: for each new tree proposed in the publicly owned right-of-way the following information. Sidewalk base between the curb and basement wall shall serve the dual purpose of support as well as function as rootable soil for new trees. Each tree shall be provided with 1,200 cubic feet of rootable soil volume, providing a separate specification detail and cross section. Rootable soil shall mean compaction less than 90% over the area except when mitigated with structural grid (e.g. Silva Cell diagram shall specify depth, width and length with backfill soil specified by the Project Site Arborist and Landscape Architect.) The civil engineer, in consultation with the project site arborist shall verify this performance measure is achieved with staff prior to building permit submittal.

77. REVISED TREE PROTECTION REPORT. The project site arborist shall revise and update the tree protection report for a final version, based on review of 90% design plans. All advisory recommendations shall be incorporated into the Building permit submittal.

78. 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 50% and entire 90% building permit plan set submittal and, (b)* verified all his/her updated TPR mitigation measures and changes are incorporated in the plan set, (c) affirm that ongoing Contractor/Project Arborist site monitoring inspections and reporting have been arranged with the contractor or owner (see Sheet T-1) and, (d) understands that design revisions (site or plan changes) within a TPZ will be routed to Project Arborist/Contractor for review prior to approval from City.

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

a. Applicant/project arborist's final revised Tree Protection Report (TPR) with said design changes and corresponding mitigation measures. (e.g.: a Pier/grade beam?=soils report w/ specs required by Bldg. Div.; a Standard foundation?= mitigation for linear 24" cut to all roots in proximity)
b. Palo Alto Tree Technical Manual Standards, Section 2.00 and PAMC 8.10.080.
c. Specialty items. Itemized list of any activity impact--quantified and mitigated, in the Tree Protection Zone (TPZ) for each tree.

79. BUILDING PERMIT CORRECTIONS/REVISIONS--COVER LETTER. Provide a separate cover letter with Correction List along with the revised drawings when resubmitting. State where the significant tree impacts notes occur (bubble) and indicate the sheet number and/or detail where the correction has been made. Provide: 1) corresponding revision number and 2) bubble or highlights for easy reference. Responses such as "see plans or report" or "plans comply" are not acceptable. Your response should be clear and complete to assist the re-check and approval process for your project.

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

a. SHEET T-1, BUILDING PERMIT. The building permit plan set will include the City's full-sized, Sheet T-1 (Tree Protection-it's Part of the Plan!), available on the Development Center website at http://www.cityofpaloalto.org/civicax/filebank/documents/31783. The Applicant shall **complete and sign the Tree Disclosure Statement** and recognize the Project Arborist Tree Activity Inspection Schedule. Monthly reporting to Urban Forestry/Contractor are mandatory. (Insp. #1: applies to all projects; with tree preservation report: Insp. #2-6 applies; with landscape plan: Insp. #7 applies.)

b. The Tree Preservation Report (TPR). All sheets of the Applicant's TPR approved by the City for full implementation by Contractor, Arbor Resources, dated: (per final revised report date) shall be printed on numbered Sheet T-1 (T-2, T-3, etc) and added to the sheet index.

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

82. SITE PLAN REQUIREMENTS:
    a. Add Site Plan Notes.
        i. Note #1. Apply to the site plan stating, "All tree protection and inspection schedule measures, design recommendations, watering and construction scheduling shall be implemented in full by owner and contractor, as stated in the Tree Protection Report on Sheet T-1 and the approved plans".
        ii. Note #2. All civil plans, grading plans, irrigation plans, site plans and utility plans and relevant sheets shall add a note applying to the trees to be protected, including neighboring trees stating: "Regulated Tree--before working in this area contact the Project Site Arborist at **Arbor Resources, 650.240.0777**";
        iii. Note #3. "Basement or foundation plan. Soils Report and Excavation for basement construction within the TPZ of a protected tree shall specify a vertical cut (note if stitch piers are necessary) in order to avoid over-excavating into the tree root zone. Any variance from this procedure requires Urban Forestry approval, please call (650) 496-5953."
        iv. Note #4. Utility sheets (sanitary sewer/gas/water/backflow/electric/storm drain) shall include the following note: "Utility trenching shall not occur within the TPZ of the protected tree. Contractor shall be responsible for ensuring that no trenching occurs within the TPZ of the protected tree by contractors, City crews or final landscape workers. See sheet T-1 for instructions."

83. TREE REMOVAL—PROTECTED & RIGHT-OF-WAY TREES. Existing trees (Publicly-owned or Protected) to be removed, as shown accurately located on all site plans, require approval by the Urban Forestry Tree Care Permit prior to issuance of any building, demolition or grading permit, and shall also be referenced in the required Street Work Permit from Public Works Engineering
    a. Add plan note for each tree to be removed, "Tree Removal. Contractor shall obtain a completed Urban Forestry Tree Care Permit # *enter TRE-# here* separate from the Building or Street Work Permit. Permit notice hanger and conditions apply. Contact (650-496-5953)." The Form used for public or private Protected tree removal requests available from the Urban Forestry webpage: http://www.cityofpaloalto.org/gov/depts/pwd/trees/default.asp

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

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

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

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

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

e. Automatic irrigation shall be provided to all trees. Standard Dwg. #513 shall be included on the irrigation plans and show two bubbler heads mounted on flexible tubing placed at the edge of the root ball. Bubblers shall not be mounted inside an aeration tube. The tree irrigation system shall be connected to a separate valve from other shrubbery and ground cover, pursuant to the City's Landscape Water Efficiency Standards.

85. NEW RIGHT-OF-WAY TREES--SOIL. Plans shall specify: Unless otherwise approved, each new large* tree shall be provided with 1,200 cubic feet of rootable soil area, utilizing Standard Dwg. #604/513. **Rootable soil** shall mean compaction less than 90% over the area, not including sidewalk base areas except when mitigated. Sidewalk Mitigation in lieu of compacted root conditions may use *Alternative Base Material* methods such as: structural grid, Engineered Soil Mix base or other method as approved.
    a. Minimum soil volume for tree size growth performance (in cubic feet): Large: 1,200 cu.ft. Medium: 800 cu.ft. Small: 400 cu.ft.
    b. Silva Cell Structural Grid. Structural grid base material shall be utilized in specified areas, such as a sidewalk base or other landscape area, to achieve expected shade tree rooting potential and maximum service life of the sidewalk, curb, parking surfaces and compacted areas. Plans and Civil Drawings shall designate these areas identified by cross-hatch or other symbol, and specify a minimum of 40" depth. Use of this product may be counted toward any credits awarded for LEED or Sustainable Sites certification ratings.
    c. Sidewalk planter cut outs shall match to 4’ x 8’ openings.

86. LANDSCAPE PLANS
    a. Include all changes recommended from civil engineer, architect and staff, including planting specifications if called for by the project arborist,
    b. Provide a detailed landscape and irrigation plan encompassing on-and off-site plantable areas out to the curb as approved by the Architectural Review Board. A Landscape Water Use statement, water use calculations and a statement of design intent shall be submitted for the project. A licensed landscape architect and qualified irrigation consultant will prepare these plans, to include:
        i. All existing trees identified both to be retained and removed including street trees.
        ii. Complete plant list indicating tree and plant species, quantity, size, and locations.
        iii. Irrigation schedule and plan.
        iv. Fence locations.
        v. Lighting plan with photometric data.
        vi. Trees to be retained shall be irrigated, aerated and maintained as necessary to ensure survival.
        vii. All new trees planted within the public right-of-way shall be installed per Public Works (PW) Standard Planting Diagram #603 or 604 (include on plans), and shall have a tree pit dug at least twice the diameter of the root ball. Sidewalk planter cut outs shall match to 4’ x 8’ openings.
        viii. Landscape plan shall include planting preparation details for trees specifying digging the soil to at least 30-inches deep, backfilled with a quality topsoil and dressing with 2-inches of wood or bark mulch on top of the root ball keeping clear of the trunk by 1-inch.

ix. Automatic irrigation shall be provided to all trees, including existing trees in the right-of-way. For trees, Standard Dwg. #513 shall be included on the irrigation plans and show two bubbler heads mounted on flexible tubing placed at the edge of the root ball. Bubblers shall not be mounted inside an aeration tube. The tree irrigation system shall be connected to a separate valve from other shrubbery and ground cover, pursuant to the City's Landscape Water Efficiency Standards. Irrigation in the right-of-way requires a street work permit per CPA Public Works standards.

x. Landscape Plan shall ensure the backflow device is adequately obscured with the appropriate screening to minimize visibility (planted shrubbery is preferred, painted dark green, decorative boulder covering acceptable; wire cages are discouraged).

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

i. All the above landscape plan and tree requirements are in the Building Permit set of plans.

ii. Percolation & drainage checks have been performed and are acceptable.

iii. Silva Cell soil and all plantable areas shall be personally inspected for correct profile, average pH, tilling depth, rubble removal, soil test amendments are mixed and that irrigation trenching will not cut through any tree roots.

iv. Tree and Shrub Planting Specifications, including delivered stock, meets Standards in the CPA Tree Technical Manual, Section 3.30-3.50. Girdling roots and previously topped trees are subject to rejection.

87. TREE PROTECTION VERIFICATION. Prior to demolition, grading or building permit issuance, a written verification from the contractor that the required protective fencing is in place shall be submitted to the Building Inspections Division. The fencing shall contain required warning sign and remain in place until final inspection of the project.

<u>DURING CONSTRUCTION</u>

88. 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.

89. PLAN CHANGES. Revisions and/or **changes to plans before or during construction** shall be reviewed and responded to by the (a) project site arborist, **Arbor Resources, 650.240**, and (b)

landscape architect with written letter of acceptance before submitting the revision to the Building Department for review by Planning, PW or Urban Forestry.

90. 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, 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. A mandatory 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.

91. 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.

92. GENERAL. The following general tree preservation measures apply to all trees to be retained: No storage of material, topsoil, vehicles or equipment shall be permitted within the tree enclosure area. The ground under and around the tree canopy area shall not be altered. Trees to be retained shall be irrigated, aerated and maintained as necessary to ensure survival.

PRIOR TO OCCUPANCY

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

94. LANDSCAPE INSPECTION LETTER. The Planning Department shall be in receipt of a verification letter that the Landscape Architect has inspected all trees, shrubs, planting and irrigation and that they are installed and functioning as specified in the approved plans.

95. PROJECT ARBORIST INSPECTION LETTER. The contractor shall call for a final inspection by the Project Arborist to evaluate all trees to be retained and protected, as indicated in the approved plans, of the activity, health, welfare, mitigation remedies for injuries, if any, and for the long term care of the trees for the new owner.

    a. The final project arborist letter report shall be provided to the Planning Department prior to written request for temporary or final occupancy. The final report may be used

to navigate any outstanding issues, concerns or security guarantee return process, when applicable.

96. PLANNING INSPECTION. Prior to final sign off, contractor or owner shall contact the city planner (650-329-2441) to inspect and verify Special Conditions relating to the conditions for structures, fixtures, colors and site plan accessories.

POST CONSTRUCTION

97. MAINTENANCE. All landscape and trees shall be maintained, watered, fertilized, and pruned according to Best Management Practices-Pruning (ANSI A300-2001 or current version). Any vegetation that dies shall be replaced or failed automatic irrigation repaired by the current property owner within 30 days of discovery.

Water, Gas & Wastewater Division

PRIOR TO ISSUANCE OF DEMOLITION PERMIT

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

91. The applicant shall submit a request to disconnect all utility services and/or meters including a signed affidavit of vacancy. Utilities will be disconnected or removed within 10 working days after receipt of request. The demolition permit will be issued by the building inspection division after all utility services and/or meters have been disconnected and removed.

FOR BUILDING PERMIT

92. The applicant shall submit a completed water-gas-wastewater service connection application - load sheet per parcel/lot for City of Palo Alto Utilities. The applicant must provide all the information requested for utility service demands (water in fixture units/g.p.m., gas in b.t.u.p.h, and sewer in fixture units/g.p.d.). The applicant shall provide the existing (prior) loads, the new loads, and the combined/total loads (the new loads plus any existing loads to remain).

93. 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 laterals and mains 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.

94. The site plan (A1.1) only includes gas utility (gas meters) only. The gas main on Grant Ave. is only a 2" PE main (total gas demands is required to calculate connections capacity).

95. Water and wastewater utilities to be connected from Sherman/Grant Ave. are preferred (total fixture units/demands are required to calculate utility main capacity).

96. The applicant must show on the site plan the existence of any auxiliary water supply, (i.e. water well, gray water, recycled water, rain catchment, water storage tank, etc).

97. The applicant shall be responsible for installing and upgrading the existing utility mains and/or services as necessary to handle anticipated peak loads. This responsibility includes all costs associated with the design and construction for the installation/upgrade of the utility mains and/or services.

98. For contractor installed water and wastewater mains or services, the applicant shall submit to the WGW engineering section of the Utilities Department four copies of the installation of water and wastewater utilities off-site improvement plans in accordance with the utilities department design criteria. All utility work within the public right-of-way shall be clearly shown on the plans that are prepared, signed and stamped by a registered civil engineer. The contractor shall also submit a complete schedule of work, method of construction and the manufacture's literature on the materials to be used for approval by the utilities engineering section. The applicant's contractor will not be allowed to begin work until the improvement plan and other submittals have been approved by the water, gas and wastewater engineering section. After the work is complete but prior to sign off, the applicant shall provide record drawings (as-builts) of the contractor installed water and wastewater mains and services per City of Palo Alto Utilities record drawing procedures. For contractor installed services the contractor shall install 3M marker balls at each water or wastewater service tap to the main and at the City clean out for wastewater laterals.

99. 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.

100. An approved reduced pressure detector assembly is required for the existing or new water connection for the fire system to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive (a double detector assembly may be allowed for existing fire sprinkler systems upon the CPAU's approval). Reduced pressure detector assemblies shall be installed on the owner's property adjacent to the property line, within 5' of the property line. Show the location of the reduced pressure detector assembly on the plans.

101. Single and multi-family up to 4 unit residences that have fire sprinklers served off the domestic water service shall have an approved double check assembly (DCA) installed on the main water service connection. DCAs shall be installed on the owner's property adjacent to the point of service within 5 feet of the property line.

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

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

104. 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.

105. 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.

106. A new water service line installation for domestic usage is required. For service connections of 4-inch through 8-inch sizes, the applicant's contractor must provide and install a concrete vault with meter reading lid covers for water meter and other required control

equipment in accordance with the utilities standard detail. Show the location of the new water service and meter on the plans.

107. A new water service line installation for fire system usage may require. Show the location of the new water service on the plans. The applicant shall provide to the engineering department a copy of the plans for fire system including all fire department's requirements.

108. A new gas service line installation is required. Show the new gas meter location on the plans. The gas meter location must conform to utilities standard details.

109. A new sewer lateral installation per lot is required. Show the location of the new sewer lateral on the plans

110. The applicant shall secure a public utilities easement for facilities installed in private property. The applicant's engineer shall obtain, prepare, record with the county of Santa Clara, and provide the utilities engineering section with copies of the public utilities easement across the adjacent parcels as is necessary to serve the development.

111. Where public mains are installed in private streets/PUEs for condominium and town home projects the CC&Rs and final map shall include the statement: "Public Utility Easements: If the City's reasonable use of the Public Utility Easements, which are shown as P.U.E on the Map, results in any damage to the Common Area, then it shall be the responsibility of the Association, and not of the City, to Restore the affected portion(s) of the Common Area. This Section may not be amended without the prior written consent of the City".

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

113. Utility vaults, transformers, utility cabinets, concrete bases, or other structures cannot be placed over existing water, gas or wastewater mains/services. Maintain 1' horizontal clear separation from the vault/cabinet/concrete base to existing utilities as found in the field. If there is a conflict with existing utilities, Cabinets/vaults/bases shall be relocated from the plan location as needed to meet field conditions. Trees may not be planted within 10 feet of existing water, gas or wastewater mains/services or meters. New water, gas or wastewater services/meters may not be installed within 10' or existing trees. Maintain 10' between new trees and new water, gas and wastewater services/mains/meters.

114. To install new gas service by directional boring, the applicant is required to have a sewer cleanout at the front of the building. This cleanout is required so the sewer lateral can be videoed for verification of no damage after the gas service is installed by directional boring.

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

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

117. Due to high demands outside City's control, a three to six month wait time for water and gas meters are expected. The applicant is strongly encouraged to provide the application load sheet demands as early in the design process as possible to the WGW utilities engineering department. Once payment is made, anticipate service installations completed within said time frame (3 – 6 months).

Electric Utility Engineering Department

118. The applicant shall be responsible for identification and location of all utilities, both public and private, within the work area. Prior to any excavation work at the site, the applicant shall contact Underground Service Alert (USA) at 1-800-227-2600, at least 48 hours prior to beginning work.

119. The applicant shall submit a request to disconnect all existing utility services and/or meters including a signed affidavit of vacancy, on the form provided by the Building Inspection Division.

120. Utilities will be disconnected or removed within 10 working days after receipt of request. The demolition permit will be issued after all utility services and/or meters have been disconnected and removed.

THE FOLLOWING SHALL BE INCORPORATED IN SUBMITTALS FOR ELECTRIC SERVICE

121. A completed Electric Load Sheet and a full set of plans must be included with all applications involving electrical work. The load sheet must be included with the preliminary submittal.

122. Industrial and large commercial customers must allow sufficient lead-time for Electric Utility Engineering and Operations (typically 8-12 weeks after advance engineering fees have been paid) to design and construct the electric service requested.

123. Only one electric service lateral is permitted per parcel. Utilities Rule & Regulation #18.

124. If this project requires padmount transformers, the location of the transformers shall be shown on the site plan and approved by the Utilities Department and the Architectural Review Board.

125. Utilities Rule & Regulations #3 & #16 (see detail comments below).

126. The developer/owner shall provide space for installing padmount equipment (i.e. transformers, switches, and interrupters) and associated substructure as required by the City.

127. The customer shall install all electrical substructures (conduits, boxes and pads) required from the service point to the customer's switchgear. The design and installation shall be according to the City standards and shown on plans. Utilities Rule & Regulations #16 & #18.

128. Location of the electric panel/switchboard shall be shown on the site plan and approved by the Architectural Review Board and Utilities Department.

129. All utility meters, lines, transformers, backflow preventers, and any other required equipment shall be shown on the landscape and irrigation plans and shall show that no conflict will occur between the utilities and landscape materials. In addition, all aboveground equipment shall be screened in a manner that is consistent with the building design and setback requirements.

130. For services larger than 1600 amps, the customer will be required to provide a transition cabinet as the interconnection point between the utility's padmount transformer and the customer's main switchgear. The cabinet design drawings must be submitted to the Electric Utility Engineering Department for review and approval.

131. For underground services, no more than four (4) 750 MCM conductors per phase can be connected to the transformer secondary terminals; otherwise, bus duct must be used for connections to padmount transformers. If customer installs a bus duct directly between the transformer secondary terminals and the main switchgear, the installation of a transition cabinet will not be required.

132. The customer is responsible for sizing the service conductors and other required equipment according to the National Electric Code requirements and the City standards. Utilities Rule & Regulation #18.

133. If the customer's total load exceeds 2500 kVA, service shall be provided at the primary voltage of 12,470 volts and the customer shall provide the high voltage switchgear and transformers.

134. For primary services, the standard service protection is a padmount fault interrupter owned and maintained by the City, installed at the customer's expense. The customer must provide and install the pad and associated substructure required for the fault interrupter.

135. Any additional facilities and services requested by the Applicant that are beyond what the utility deems standard facilities will be subject to Special Facilities charges. The Special Facilities charges include the cost of installing the additional facilities as well as the cost of ownership. Utilities Rule & Regulation #20.

136. Projects that require the extension of high voltage primary distribution lines or reinforcement of offsite electric facilities will be at the customer's expense and must be coordinated with the Electric Utility.

DURING CONSTRUCTION

137. Contractors and developers shall obtain permit from the Department of Public Works before digging in the street right-of-way. This includes sidewalks, driveways and planter strips.

138. At least 48 hours prior to starting any excavation, the customer must call Underground Service Alert (USA) at 1-800-227-2600 to have existing underground utilities located and marked. The areas to be check by USA shall be delineated with white paint. All USA markings shall be removed by the customer or contractor when construction is complete.

139. The customer is responsible for installing all on-site substructures (conduits, boxes and pads) required for the electric service. No more than 270 degrees of bends are allowed in a secondary conduit run. All conduits must be sized according to National Electric Code requirements and no 1/2 – inch size conduits are permitted. All off-site substructure work will be constructed by the City at the customer's expense. Where mutually agreed upon by the City and the Applicant, all or part of the off-site substructure work may be constructed by the Applicant.

140. All primary electric conduits shall be concrete encased with the top of the encasement at the depth of 30 inches. No more than 180 degrees of bends are allowed in a primary conduit run. Conduit runs over 500 feet in length require additional pull boxes.

141. All new underground conduits and substructures shall be installed per City standards and shall be inspected by the Electrical Underground Inspector before backfilling

142. The customer is responsible for installing all underground electric service conductors, bus duct. The installation shall meet the National Electric Code and City Standards.

143. Meter and switchboard requirements shall be in accordance with Electric Utility Service Equipment Requirements Committee (EUSERC) drawings accepted by Utility and CPA standards for meter installations.

144. Shop/factory drawings for switchboards (400A and greater) and associated hardware must be submitted for review and approval prior to installing switchgear to:

Gopal Jagannath, P.E.
Supervising Electric Project Engineer
Utilities Engineering (Electrical)
1007 Elwell Court
Palo Alto, CA 94303

145. Catalog cut sheets may not be substituted for factory drawing submittal.

146. All new underground electric services shall be inspected and approved by both the Building Inspection Division and the Electrical Underground Inspector before energizing.

AFTER CONSTRUCTION & PRIOR TO FINALIZATION

147. The customer shall provide as-built drawings showing the location of all switchboards, conduits (number and size), conductors (number and size), splice boxes, vaults and switch/transformer pads.

PRIOR TO ISSUANCE OF BUILDING OCCUPANCY PERMIT

148. The applicant shall secure a Public Utilities Easement for facilities installed on private property for City use.

149. All required inspections have been completed and approved by both the Building Inspection Division and the Electrical Underground Inspector.

150. All fees must be paid

151. All Special Facilities contracts or other agreements need to be signed by the City and applicant

SECTION 8. Term of Approval.

Site and Design Approval. In the event actual construction of the project is not commenced within two years of the date of council approval, the approval shall expire and be of no further force or effect, pursuant to Palo Alto Municipal Code Section 18.30(G).080.

SECTION 9. Standard Conditions

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

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

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

D. This matter is subject to the California Code of Civil Procedures (CCP) Section 1094.5; the time by which judicial review must be sought is governed by CCP Section 1094.6.

E. 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.

PASSED:
AYES:
NOES:
ABSENT:

ABSTENTIONS:
ATTEST: APPROVED:

_____ _____
City Clerk Director of Planning and
Community Environment

APPROVED AS TO FORM:

_____
Senior Asst. City Attorney

PLANS AND DRAWINGS REFERENCED:

1. Those plans prepared by Hayes Group Architect “2515 & 2585 EL Camino Real”, consisting of 31 pages, dated September 2, 2015.

ATTACHMENT B - ZONING TABLE

2515-2585 El Camino Real - 15PLN-00170

DEVELOPMENT STANDARDS FOR CN ZONE DISTRICT	ZONE DISTRICT STANDARD	PROPOSED PROJECT	CONFORMANCE
Maximum Residential Density	13 units	13 units	Conforms
Maximum Site Coverage (building footprint	40% (3,226 sq. ft.)	30.8% (2,488 sq. ft.)	Conforms
Maximum Site Coverage (covered patios & overhangs)	50%	19,954 square feet	Conforms
Maximum Floor Area Ratio (FAR)	0.5:1 residential 0:5:1 nonresidential	0.5:1 residential 0:5:1 nonresidential	Conforms
Minimum Site Open Space (percent)	35% 13,983	(37.3%) 14,903 sq. ft.	Conforms
Minimum Usable Open Space (150 sq. ft. per unit)	150 sq. ft. x 13 = 1,950 sf	2,700 sq. ft.	Conforms
Building setbacks			
Front (El Camino Real)	0-10 feet to create 8'-12' effective sidewalk width	12' sidewalk	Conforms
Sherman Avenue	15 feet	15 feet	Conforms
Grant Avenue	5 feet	5 feet	Conforms
Rear	10 feet	10 feet	Conforms
Building height	40 feet	40 feet	Conforms
Right side Daylight Plane	None	N/A	Conforms
Left side And Rear Daylight Planes	None	N/A	Conforms
BMR units	None required	N/A	N/A

*There's no development proposed on the CC (2). The lot will contain surface parking for the project.

ATTACHMENT C
COMPREHENSIVE PLAN TABLE
2515-2585 El Camino Real
15PLN-00170

COMPREHENSIVE PLAN POLICY	CONSISTENCY REVIEW
Policy L-12: Preserve the character of residential neighborhoods by encouraging new or remodeled structures to be compatible with the neighborhood and adjacent structures.	The project has been designed to be compatible with the neighborhood by anchoring the block to the corner, stepping the building back and providing a street presence to enliven the neighborhood.
Policy L-14: Design and arrange new multifamily buildings, including entries and outdoor spaces, so that each unit has a clear relationship to a public street.	The pedestrian and vehicular entries are separated to provide for a clear relationship for access. A pedestrian path is provided from Grant Avenue to Sherman Avenue. The vehicle entrance is provided from Sherman and Grant Avenues.
Policy L-48: Promote high quality, creative design and site planning that is compatible with surrounding development and public spaces.	The proposed development reflects modern architecture which will be compatible with the various styles of the neighboring buildings.
Policy L-70: Enhance the appearance of streets and other public spaces by expanding and maintaining Palo Alto's street tree system.	Street trees are proposed on El Camino Real, Sherman and Grant Avenues.
Policy H2.1: Identify and implement a variety of strategies to increase housing density and diversity, including mixed us development, near community services, including a range of unit types.	The project site has been identified in the City's 2015-2023 Housing Element that could accommodate residential development. As noted in the Housing Inventory Site Table B-1, the combined sites 2515 and 2585 El Camino Real could accommodate 18 units. The project is proposed 13 residential units.

ATTACHMENT D
PERFORMANCE STANDARDS
2515-2585 El Camino Real
15PLN-00170

Pursuant to PAMC 18.23, Performance Standards are intended to provide additional standards to be used in the design evaluation of developments in the multi-family, commercial and industrial zones.

1) Trash Disposal and Recycling: Provide adequate and accessible interior and exterior areas enclosures for storage of trash and recyclable materials in appropriate containers. The project includes separate, accessible trash facilities for the residential and commercial uses. The commercial facility is setback from Grant Avenue and partially blocked from view by raised planters. The residential trash facility is located within the building perimeter and is completely blocked from public view.

2) Lighting: Minimize the visual impacts of lighting on abutting or nearby residential sites from adjacent roadways. Energy efficient exterior light bollards, wall mounted light fixtures, recessed wall lights, recessed down lights, and linear LED fixtures illuminate the plaza and the paths to ensure safe and secured access to the site and building. Light levels from fixtures on site will not exceed 0.5 foot-candle at the RM-40 property line. All fixtures will be mounted less than 15' above grade. All fixtures will direct light downward. There are no light fixtures proposed within driveway vision triangles.

3) Late Night Uses and Activities. The purpose is to restrict use with operations or activities between the hours of 10:00 pm and 6:00 am. The tenant has not been determined for the commercial portion of the building.

4) Visual, Screening and Landscaping: Residential properties should be protected by screening from public view all mechanical equipment and service areas. The equipment will be screened from the public and abutting residential properties. Plant selection considers solar orientation, drought tolerance, maintenance requirements and privacy screening and shall allow for a mature appearance in five years.

   There are no on-site loading docks, and trash enclosures are setback and partially screened from view. The landscape abutting the residential properties is designed to screen and visually separate properties. A solid fence is proposed to separate the properties.

Protrusion of roof elements will be designed to minimize visual impacts from the street and neighboring properties. No roof top enclosures or equipment shall extend 15 feet over the roofline. All equipment shall be screened from public view.

5) Noise and Vibration: Protect residential properties from excessive or unnecessary noise and vibration. All mechanical equipment shall be located out of the setbacks and view from the abutting residential properties. Mechanical vibration generated from the site shall not be noticeable.

6) Parking: The visual impact of parking shall be minimized. Most of the parking will be located in an underground garage. At-grade parking will be located behind the proposed building. Landscaping will screen the surface parking from adjacent neighbors.

7) Vehicular, Pedestrian, and Bicycle Access. Site access impacts should be designed to minimize conflicts between residential vehicular, pedestrian, and bicycle uses. Vehicular access is located toward the back of the site and accessed from Grant and Sherman Avenues. Site circulation directly connects to adjacent public sidewalks. The designated commercial loading zone is along Sherman Avenue and replaces a curb cut.

8) Air Quality. The requirement for air quality is intended to buffer residential uses from potential sources of odor and or toxic contaminants. There are no known toxic contaminants for the project. Future tenants will need to meet City and County ordinances as it relates to odors.

9) Hazardous Materials. The intent is to minimize the potential hazards of any use on the development site. No hazardous material storage/handling is proposed at the project site.

In conclusion, the proposed project at 2515-2585 El Camino Real [15PLN-00170] is consistent with the Performance Standards for all of the reasons and findings specified above.

2515 & 2585
EL CAMINO REAL PROJECT

Initial Study

CITY OF
PALO
ALTO

JANUARY 2016

Printed on 30% post-consumer recycled material.

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ACRONYMS/ABBREVIATIONS

Acronym/Abbreviation	Definition
µg/L	micrograms per liter
AB	Assembly Bill
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
BMR	Below-Market-Rate
CARB	California Air Resources Board
CalEEMod	California Emissions Estimator Model
Cal-OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CC(2)	Community Commercial (2)
CEQA	California Environmental Quality Act
City	City of Palo Alto
CMP	Congestion Management Program
CN	Neighborhood Commercial
CNEL	community noise equivalent level
CO	carbon monoxide
CO_2	carbon dioxide
Connell	Connell Geotechnical Inc.
dB	decibel
dBA	A-weighted decibel
DNL	day/night average sound level
du	dwelling unit
FAR	floor area ratio
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
GHG	greenhouse gas
Hexagon	Hexagon Transportation Consultants Inc.
L_{eq}	equivalent level over a given time period
LOS	level of service
MRZ-1	Mineral Resource Zone 1
NO	nitrogen oxide
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
PAD	Parking Assessment District
PAMC	Palo Alto Municipal Code
O_3	ozone
PM_{10}	coarse particulate matter
$PM_{2.5}$	fine particulate matter
ppm	parts per million
ROG	reactive organic gas
RWQCB	Regional Water Quality Control Board
sf	square feet

Acronym/Abbreviation	Definition
TCE	trichloroethylene
TPH-cc	carbon chain total petroleum hydrocarbons
VOC	volatile organic compound
VTA	Santa Clara Valley Transportation Authority

I. PROJECT SUMMARY

1. PROJECT TITLE

2515 & 2585 El Camino Real

2. LEAD AGENCY NAME AND ADDRESS

City of Palo Alto
Department of Planning and Community Environment
250 Hamilton Avenue
Palo Alto, California 94303

3. CONTACT PERSON AND PHONE NUMBER

Margaret Netto, Contract Planner
City of Palo Alto
650.796.5828

4. PROJECT SPONSOR'S NAME AND ADDRESS

ECRPA LLC
311 9th Avenue
San Mateo, California 94401
415.297.0709

5. APPLICATION NUMBER

15PLN-00170

6. PROJECT LOCATION

2515 & 2585 El Camino Real
Palo Alto, California
Assessor's Parcel Numbers (APNs): 124-33-067 and 124-33-066

The project is located in the City of Palo Alto (City), which is in the northern portion of Santa Clara County. The 0.9-acre (39,953-square-foot) project site is located in the Evergreen Park area of the City one block southeast of the California Avenue commercial district, northeast of Interstate 280, southwest of U.S. Highway 101, and west of Page Mill Road/Oregon Expressway (Figure 1, Regional Map). The project site consists of two parcels located at the southeastern corner of the intersection of El Camino Real and Sherman Avenue and is bounded by Sherman Avenue to the north, El Camino Real to the west, and Grant Avenue to the south, as shown on Figure 2, Vicinity Map, and Figure 3, Aerial Map. All figures are provided at the end of this document.

7. COMPREHENSIVE PLAN DESIGNATION

The project site is designated Neighborhood Commercial and Regional/Community Commercial per the Palo Alto 1998–2010 Comprehensive Plan. The Neighborhood Commercial designation includes shopping centers with off-street parking or a cluster of street-front stores that serve the immediate neighborhood. In some locations, residential and mixed-use projects may also locate in this category.

Non-residential floor area ratios (FARs) range up to 0.4. The Regional/Community Commercial designation includes larger shopping centers and districts that have wider variety goods and services than the neighborhood shopping areas. Non-residential FAR's range from 0.35 to 2.0.

8. ZONING

A majority of the project site is zoned Neighborhood Commercial (CN) with the rear portion of 2515 El Camino Real zoned Community Commercial (2) (CC (2)). The regulations for these zones are set forth in the Palo Alto Municipal Code (PAMC), Chapter 18.16. The CN district 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 CC district provides for a broad range of office, retail sales, and other commercial activities of community-wide or regional significance. The CC (2) subdistrict is intended to modify the site development regulations of the CC district to allow site specific variations to the allowed uses and development standards. The 2515 El Camino Real portion of the project site is also within the California Avenue Parking Assessment District.

9. PROJECT DESCRIPTION

The proposed project would demolish the existing Olive Garden restaurant building (9,694 square feet) and parking lot at the project site and construct a mixed-use building that includes office, retail, and residential land uses with one level of underground parking (Figure 4, Site Plan). The project includes a request for a conditional use permit (CUP) to exceed the 5,000 square-foot office maximum for the site by approximately 4,835 square feet. The CN zoning district allows 25% of the site or 5,000 square feet to be used for office use. However, office use may be allowed to exceed the maximum size, subject to issuance of a CUP. The two project site parcels would be combined to create a single 39,953-square-foot parcel. The parcel would be L-shaped, with the longest leg fronting on El Camino Real.

The new building is proposed to be 39,930 square feet in gross floor area and would cover 19,954 square feet (50%) of the site. The building would be constructed in an L-shape fronting on El Camino Real and on Sherman Avenue, with the surface parking lot located to the north of the building. Access to the parking lot would be provided at both Sherman and Grant Avenues. Access to the below-grade parking would be provided from a ramp at the northern edge of the parking lot, adjacent to the southwest corner of the residential parcel located at 466 Grant Avenue. The proposed project would eliminate the existing curb cut that allows access to the site from El Camino Real.

The total increase in gross floor area would be 30,236 square feet. The proposed building would provide 10,122 square feet of retail space, 9,835 square feet of office space, and 19,973 square feet of residential uses in 13 residential condominiums. A total of 14,903 square feet of landscaping and open space would be provided, as well as 2,700 square feet of usable private open space, including balcony and terraces provided for each residential unit. The FAR of the proposed project would be 0.50 for commercial uses and 0.50 for residential uses. The proposed maximum building height is 40 feet (3 stories), but a proposed photovoltaic roof screen would bring the total height to 47 feet (Figure 5, Elevations). The proposed building plans are provided in Appendix A.

The El Camino Real frontage would be articulated to create the appearance of several individual storefronts. Most of the building along the El Camino Real frontage would be three stories tall while the portion closest to Sherman Avenue would be stepped down to two stories. Building materials would include wood rainscreens and metal panel cladding on portions of the building, as well as concrete and glazing. Landscaped planters would help to define the corners on both Sherman and Grant Avenues. A photovoltaic roof screen is proposed to be placed over the central portion of building along the El Camino

Real frontage. The second and third floors of this elevation would be finished with wood rainscreens and glazing, each surrounded by a formed concrete border that would extend out over the ground floor. The ground floor fronting El Camino Real would be primarily glass and would include several separate entrances from the sidewalk into the building. Street trees would be provided along all street frontages to provide shade and enhance aesthetics. The rear elevation of the building would include similar articulation and building materials as the El Camino Real elevation.

Under the PAMC requirements for office, retail, and residential land uses, the proposed project would be required to provide 108 parking spaces. Approximately half of the site is within the California Avenue Parking Assessment District, which has different parking requirements than the portion outside the district. The project would provide a total of 104 parking spaces, including 34 spaces equipped as electric vehicle charging stations. Ninety parking spaces would be provided in the one-level underground parking garage and 14 spaces would be provided at-grade. Eighteen long-term bicycle parking spaces and 8 short-term bicycle parking spaces would also be provided. The applicant requests a shared parking adjustment for four parking spaces (less than 4% of the parking spaces). The project meets PAMC Section 18.52 for parking requirements with the shared parking adjustment, which allows a reduction of up to 20% of the total spaces required for the site.

The proposed project is designed in accordance with the City's Green Building Ordinance, which requires compliance with California Green Building Code Tier 1 and the Build It Green GreenPoint Rated Checklist (for the residential portion) with Local Amendments. The project would use both conventional and sustainable building materials, including a concrete frame, high-efficiency glazing systems, plaster finishes, day-lighting and sun-shading systems, and an energy-efficient cool roof. The project would also include facilities for electric vehicle charging stations.

The proposed project would involve the removal of all 18 existing on-site trees, 5 street trees, and 1 tree on the neighboring property to the east. A total of 29 trees would be planted as part of the project, including 2 autumn blaze maples, 15 red sunset red maples, 5 London planes, and 7 Chinese elms. Additional shrubs, groundcovers, and bioretention plants would also be planted on the site. Drip irrigation would be used throughout the site and would be controlled by a Smart Irrigation controller with climate monitoring and flow sensing to maximize water efficiency.

10. SURROUNDING LAND USES AND SETTING

As shown on Figures 2 and 3, the project site is located one block southeast of the California Avenue commercial district. The project site is surrounded by a mix of commercial, office, and residential uses. A single-story office building is located adjacent to the project site on Sherman Avenue, and the two-story Coronet Motel and a City parking lot are located across Sherman Avenue from the project site. A single-family residence is located adjacent to the project site on Grant Avenue, and a Chipotle Mexican Grill and associated parking lot are located across Grant Avenue from the site. Multifamily residential uses extend northeast on both sides of Grant Avenue. El Camino Real is a major arterial with three lanes in each direction and a median. Two office buildings are located directly across El Camino Real from the project site, one is six stories tall and the other is two stories tall. The Stanford-Palo Alto Playing Fields are located just south of the office buildings on El Camino Real. Office/bank uses extend northwest on El Camino Real toward California Avenue. The building heights along El Camino Real vary between one to six stories in the vicinity of the project site.

11. OTHER PUBLIC AGENCY APPROVALS REQUIRED

- San Francisco Regional Water Quality Control Board (RWQCB) approval for Vapor Intrusion Mitigation and Risk Management Plan; potentially for an Exceptional Discharge Permit.

II. ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

EVALUATION OF ENVIRONMENTAL IMPACTS

1) *A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question.* ***(A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).)***

2) *All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.*

3) *Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.*

4) *"(Mitigated) Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).*

5) *Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (C)(3) (D). In this case, a brief discussion should identify the following:*
   a) *Earlier Analysis Used. Identify and state where they are available for review.*
   b) *Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.*
   c) *Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.*

6) *Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.*

7) *Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.*

8) *The explanation of each issue should identify:*
   a) *the significance criteria or threshold, if any, used to evaluate each question; and*
   b) *the mitigation measure identified, if any, to reduce the impact to less than significance.*

DISCUSSION OF IMPACTS

The following Environmental Checklist was used to identify environmental impacts, which could occur if the proposed project is implemented. The second column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of the checklist. Discussions of the basis for each answer and a discussion of mitigation measures that are proposed to reduce potential significant impacts are included.

A. AESTHETICS

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	1, 2, 3, 4			**X**	
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	1, 3 (Map L4)				**X**
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	1, 3 (Map L4)			**X**	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	1, 2			**X**	

DISCUSSION

The proposed project includes replacing one existing single-story retail building and a surface parking lot with a new two- to three-story mixed-use building. While the proposed project would result in a change in the existing visual character of the site, the project design will be reviewed by the City's Architectural Review Board (ARB) to ensure that compatibility concerns are addressed and it does not degrade the existing visual character or quality of the site and its surroundings.

The building would be built within the allowable setbacks of the property, and no public views or view corridors would be adversely affected by the proposed building. The project site is located in a developed area of the City and is not within the viewshed of a state scenic highway; therefore, it would not damage any scenic resources within a state scenic highway.

The project site is primarily surrounded by commercial buildings along El Camino Real, ranging in height from one to six stories. As shown on Figure 5 and Figure 6, Perspective Renderings, the proposed building would be larger in scale and mass than some of the adjacent buildings; however, the project would be similar in scale and mass to other buildings in the vicinity, and considerably smaller than the six-story building across the street. In addition, the project would comply with the maximum height standards for the site. The height of the proposed roof would be 40 feet, and the height to the top of the rooftop photovoltaic units would be 47 feet. The maximum allowable height for the site is 40 feet, but rooftop equipment is permitted to exceed the maximum height limit up to 15 feet.

The building frontage on El Camino Real would be articulated to create the appearance of several individual storefronts. Most of the building along the El Camino Real frontage would be three stories tall while the portion closest to Sherman Avenue would be stepped down to two stories. Building materials would include wood rainscreens and metal panel cladding on portions of the building, as well as concrete and glazing. Landscaped planters would help define the corners on both Sherman and Grant Avenues. A photovoltaic roof screen is proposed to be placed over the central portion of building along the El Camino Real frontage. The second and third floors of this elevation would be finished with wood rainscreens and glazing, each surrounded by a formed concrete border that would extend out over the ground floor. The ground floor fronting El Camino Real would be primarily glass and would include several separate entrances from the sidewalk into the building. Street trees

would be provided along all street frontages to provide shade and enhance aesthetics. The rear elevation of the building would include similar articulation and building materials as the El Camino Real elevation.

The project site and its surroundings are currently developed with a mix of retail, office, and residential uses, which include sources of light and glare. Uses associated with the proposed project would not create a substantial amount of additional lighting and glare. Glare is defined as a light source in the field of vision that is brighter than the eye can comfortably accept.

The proposed building would increase the number and surface area of windows compared to the existing building. At the street level along the frontages of El Camino Real, Sherman Avenue, and Grant Avenue, the project proposes a series of storefront system windows with an overhang above the windows. Windows provided on the second and third floor frontages of El Camino Real and Grant Avenue would be setback with overhangs to reduce glare. The exception to this is the portion of the building closest to Sherman Avenue, which would include metal paneling and windows without overhangs. These windows are not anticipated to create substantial glare due to the northwest exposure of this portion of the building. The Sherman Avenue frontage would also receive less sunlight exposure given its northern exposure, and the windows on this side of the building are not anticipated to create substantial glare. Street trees on all street frontages of the building would serve to reduce potential glare from the building.

The primary use of exterior building lighting would be to ensure safety at building entrances. The project is required to meet the City's lighting standards, including PAMC Section 18.23.030, which establishes that "Exterior lighting in parking areas, pathways and common open space shall be designed to achieve the following: (1) provide for safe and secure access on the site, (2) achieve maximum energy efficiency, and (3) reduce impacts or visual intrusions on abutting or nearby properties from spillover and architectural lighting that projects upward." PAMC Section 18.23.030 also requires that "lighting of the building exterior, parking areas and pedestrian ways should be of the lowest intensity and energy use adequate for its purpose, and be designed to focus illumination downward to avoid excessive illumination above the light fixture."

Although the project would result in increased building height compared to the existing buildings, which could increase shading, there are no adjacent public spaces other than streets and sidewalks that would be affected by additional shadows. In addition, the project is designed to avoid shading of the adjacent residential uses with a surface parking lot located between the proposed building and the residential uses to the rear of the site.

The project is subject to design review and approval by the City through the Architectural Review process, which ensures compliance with City standards to promote visual environments that are of high aesthetic quality and variety and which, at the same time, are considerate of each other. Therefore, for the reasons described above, aesthetic impacts would be less than significant.

Mitigation Measures

None required.

B. AGRICULTURAL RESOURCES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	1, 3				**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	1, 3 (Map L9), 4				**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)[1]) or timberland (as defined in Public Resources Code section 4526[2])?	1, 4				**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?	1				**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	1				**X**

DISCUSSION

As reflected in the Comprehensive Plan (City of Palo Alto 2007), the project site is located in a developed, urban area in Palo Alto and does not contain any land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the Santa Clara County Important Farmland map prepared for the Farmland Mapping and Monitoring Program of the California Department of Conservation (2011). The site is not zoned for agricultural use and is not subject to any Williamson Act contracts. The project site is within a fully developed urban area and does not support forest or timberland. No impacts to agricultural and forestry resources would occur.

Mitigation Measures

None required.

[1] California Public Resources Code, Section 12220(g): "Forest land" is land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources**,** including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

[2] California Public Resources Code, Section 4526: "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others.

C. AIR QUALITY

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	1, 2, 6				**X**
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	1, 2, 6, 13			**X**	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	1, 2, 6, 13			**X**	
d) Expose sensitive receptors to substantial pollutant concentrations?	1, 2, 6, 13				**X**
e) Create objectionable odors affecting a substantial number of people?	1, 2				**X**

DISCUSSION

The project site is located in the Santa Clara Valley, which is part of the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) has the primary responsibility for ensuring that the San Francisco Bay Area Air Basin attains and maintains compliance with federal and state ambient air quality standards. The BAAQMD regulates air quality through its permit authority over most types of stationary emissions sources and through its planning and review process. The California ambient air quality standards are generally more stringent than federal standards. The federal and state Clean Air Acts define allowable concentrations of six air pollutants, which are referred to as "criteria air pollutants." When monitoring indicates that a region regularly experiences air pollutant concentrations that exceed those limits, the region is designated as nonattainment and is required to develop an air quality plan that describes air pollution control strategies to be implemented to reduce air pollutant emissions and concentrations.

The San Francisco Bay Area Air Basin is designated nonattainment for the federal 8-hour ozone (O_3) standard. The area is in attainment or unclassified for all other federal standards. The area is designated nonattainment for state standards for 1-hour and 8-hour O_3, 24-hour coarse particulate matter (PM_{10}), annual PM_{10}, and annual fine particulate matter ($PM_{2.5}$). To address the region's nonattainment status, the BAAQMD adopted the *Bay Area 2005 Ozone Strategy* (BAAQMD 2006) and the *Bay Area 2010 Clean Air Plan* (BAAQMD 2010a), which is an update to the 2005 document and provides "an integrated, multi-pollutant strategy to improve air quality, protect public health, and protect the climate." The 2010 plan addresses O_3, $PM_{2.5}$, and PM_{10}, air toxics, and greenhouse gases (GHGs). The 2010 plan identifies a number of control measures to be adopted or implemented to reduce emissions of these pollutants. Because the proposed project is consistent with the land use and zoning designations for the project site, it is consistent with the *Bay Area 2010 Clean Air Plan*.

The BAAQMD has adopted California Environmental Quality Act (CEQA) air quality guidelines (2010 BAAQMD Guidelines) (BAAQMD 2010b) that establish air pollutant emission thresholds that identify whether a project would violate any applicable air quality standards or contribute substantially to an existing or projected air quality violation. Compared with the previous set of guidelines adopted in 1999, the 2010 BAAQMD Guidelines

lower the level of pollutant emissions and health risk impacts that are considered a significant environmental impact. The BAAQMD's adoption of the thresholds has been challenged in court. However, the litigation is procedural in nature and does not assert that the BAAQMD failed to provide substantial evidence to support its adoption of these thresholds. Because the 2010 thresholds are more conservative than the BAAQMD's prior thresholds, this impact analysis is based on the 2010 BAAQMD Guidelines.

The 2010 BAAQMD Guidelines also establish screening criteria based on the size of a project to determine whether detailed modeling to estimate air pollutant emissions is necessary. Table 1 lists several examples of screening levels set by the 2010 BAAQMD Guidelines.

Table 1
BAAQMD Screening Criteria

Land Use Type	Construction Related Screening Size	Operational Criteria Air Pollutant Emissions Screening Size[1]
General office building	277,000 sf (ROG)	346,000 sf (NO_x)
Office park	277,000 sf (ROG)	323,000 sf (NO_x)
Regional shopping center or strip mall	277,000 sf (ROG)	99,000 sf (NO_x)
Quality restaurant	277,000 sf (ROG)	47,000 sf (NO_x)
Single-family residential	114 du (ROG)	325 du (ROG)
Apartment, low-rise, or condo/townhouse, general	240 du (ROG)	451 du (ROG)
City park	67 acres (PM_{10})	2,613 acres (ROG)
Daycare center	277,000 sf (ROG)	53,000 sf (NO_x)

Source: BAAQMD 2010b, Table 3-1.
Notes: sf = square feet; ROG = reactive organic gas; NO_x = oxides of nitrogen; PM_{10} = coarse particulate matter; du = dwelling units.
[1] If the project size is less than the screening size, the project would have less than significant impacts. If the project size is greater than the screening size, detailed project-specific modeling is required.

Construction Emissions

The project would result in a net increase of 10,263 square feet of commercial and office space and 13 new condominium units; this is substantially below the screening thresholds of 277,000 square feet (office or regional shopping center/strip mall space) and 240 dwelling units (apartment, low-rise, or condo/townhouse, general) for construction emissions. While the project size is less than the screening criteria size for construction, the project would require demolition of the existing building and parking lot. The BAAQMD 2010 Guidelines recommend that the screening criteria not be applied to projects that include demolition. Therefore, project-specific modeling of construction emissions has been completed using the California Emissions Estimator Model (CalEEMod) Version 2013.2.2. Table 2 presents the estimated air pollutant emissions for each construction phase, and the CalEEMod output results are included as Appendix B.

As shown in Table 2, average daily emissions throughout the construction phase would remain below the BAAQMD threshold, which is 54 pounds per day. Further, the project would implement all construction emission control measures identified in Table 8-2 of the BAAQMD 2010 Guidelines recommended for all proposed projects, as required by the City's standard conditions of approval. Therefore, impacts would be less than significant.

Table 2
Proposed Project Construction Emissions by Phase

Phase	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Highest Daily Emissions (maximum pounds per day)					
Demolition	3.0079	28.9699	22.7120	2.4082	1.7595
Excavation	4.6543	56.2209	39.9118	8.5010	4.5933
Building construction	3.5263	21.6607	17.5665	1.7321	1.4274
Parking structure paving	1.3740	13.2707	9.8259	0.9311	0.7772
Architectural coatings	96.4796	2.4013	2.2245	0.2536	0.2120
Total Annual Emissions (tons per year)					
Full Project	0.7671	2.9965	2.4275	0.2689	0.2012
Average Daily Emissions (pounds per day)					
Full Project	6.0640	23.6877	19.1897	2.1257	1.5905

Source: Appendix B.
Notes: ROG = reactive organic gas; NO_x = oxides of nitrogen; CO = carbon monoxide; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter.

Operational Emissions

The proposed project would result in a net increase of 10,263 square feet of commercial and office space and 13 condominium units. This total increase in development is substantially below the screening thresholds of 346,000 square feet (office space), 99,000 square feet (regional shopping center or strip mall), and 451 dwelling units (apartment, low-rise, or condo/townhouse, general) for operational emissions (see Table 1). Since the project is substantially smaller than the screening criteria size, emissions of criteria air pollutants associated with operation of the proposed project would remain below the BAAQMD thresholds. Project operation would not result in emissions that violate any applicable air quality standards, contribute substantially to an existing or projected air quality violation, or conflict with an air quality plan; therefore, impacts would remain less than significant.

Cumulative Impacts

As discussed previously, the San Francisco Bay Area Air Basin is currently designated as a nonattainment area for state and federal O_3 standards and state PM_{10} and $PM_{2.5}$ ambient air quality standards. The San Francisco Bay Area Air Basin's nonattainment status is attributed to the region's development history. Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. As described in the BAAQMD 2010 Guidelines, "by its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself; result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant" (BAAQMD 2010b). Because operation of the proposed project would not result in emissions that violate any applicable air quality standards or contribute substantially to an existing or projected air quality violation, the project would result in a less-than-significant cumulative impact.

Mitigation Measures

None required.

D. BIOLOGICAL RESOURCES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	1, 2, 3 (Map N1)				**X**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	1, 2, 3 (Map N1)				**X**
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	1, 2, 3 (Map N1)				**X**
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	1, 2				**X**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	1, 2, 3, 5, 6			**X**	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	1				**X**

DISCUSSION

The proposed project is located on a parcel that is entirely developed with an existing building and paved surface parking, which would be removed to accommodate the project. Due to its developed nature, the site does not support sensitive habitats and has a very low potential to support candidate, sensitive, and special-status species. The site is not subject to any habitat conservation plans.

The project site supports trees protected by Palo Alto's Tree Preservation and Management Regulations. The PAMC regulates specific types of trees on public and private property for the purpose of avoiding their removal or disfigurement without first being reviewed and permitted by the City. Three categories within the status of regulated trees include protected trees, street trees, and designated trees. As documented in the Arborist Report prepared for

the site by Arbor Resources (provided in Appendix A), a total of 33 trees were inventoried within or adjacent to the project site and include the following eight species: Brisbane box, California fan palm, flowering pear, Hollywood juniper, London plan tree, Maidenhair tree, Mexican fan palm, and sweet bay. Of the 33 trees located within the project study area, 18 are located within the project site. None of the identified trees are protected trees under PAMC 8.10; however, street trees are regulated under PAMC 8.04. The proposed project would involve removal of all 18 existing on-site trees, 5 street trees, and 1 tree on the neighboring property to the east. A total of 29 trees would be planted, including 2 autumn blaze maples, 15 red sunset red maples, 5 London planes, and 7 Chinese elms. Removal of 5 existing street trees and planting of 6 new street trees would be required to be completed in accordance with City requirements for tree removal and replacement. The following measures will be implemented to ensure proper planting of new street trees, as required by PAMC 8.04:

- Soil conditions for the new street trees to be planted shall be improved by preparing a planting area at least 6 feet square for each tree and installing Silva Cells to reduce compaction. The Silva Cells shall be filled with proper soil amendments and growing medium as determined by the City Arborist.
- Unless otherwise approved, each new tree shall be provided with 800 to 1,200 cubic feet of rootable soil area, using Standard Drawing #604/513. Rootable soil is defined as compaction less than 90% over the area, not including sidewalk base areas.
- Two bubbler drip irrigation units shall be installed for each new tree to adequately water the new planting area.
- Kiva tree grates shall be used around each new tree.
- Replacement tree size shall be a 24-inch box, properly structured nursery stock.

Mitigation Measures

None required.

E. CULTURAL RESOURCES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	1, 3 (Map L7), 8				**X**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section15064.5?	1, 3 (Map L8)			**X**	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	1, 3 (Map L8)			**X**	
d) Disturb any human remains, including those interred outside of formal cemeteries?	1, 3 (Map L8)			**X**	

DISCUSSION

The proposed project involves excavation and construction activities within a fully developed and previously disturbed site. The Comprehensive Plan (City of Palo Alto 2007) indicates that the project site is located in an area identified as a moderate archaeological resource sensitivity zone. Although existing and historic development

has altered the project site, there is the potential to discover unknown cultural resources during site excavation. As a standard condition of approval to ensure compliance with state and federal law, the City of Palo Alto requires that the project contractor immediately notify the City and the Native American Heritage Commission, as appropriate in the event any paleontological, archaeological or human remains are discovered on the site. The City further requires that all soil-disturbing work be halted within 100 feet of the discovery until a qualified archaeologist, as defined by CEQA Guidelines (14 CCR 15000 et seq.) and approved by the City, completes a significance evaluation of the finds pursuant to Section 106 of the National Historic Preservation Act. Any human remains unearthed must be treated in accordance with California Health and Safety Code, Section 7050.5, and California Public Resources Code, Sections 5097.94, 5097.98, and 5097.99, which include requirements to notify the Santa Clara County Medical Examiner's office and consult with Native American representatives determined to be the Most Likely Descendants, as appointed by the Native American Heritage Commission. With compliance with this standard condition of approval impacts would remain less than significant.

The Historic Resource Evaluation prepared for the proposed project (Appendix C) found that the project site is not historically significant under National Register Criteria, California Register Criteria, or the City of Palo Alto's Historic Inventory (PAMC, Chapter 16.49), primarily because substantial alterations to the building have removed its historic integrity. Constructed in 1946 as the Chick Drive-in Restaurant, subsequent alterations to the building were installed as the restaurant changed ownership in the 1960s, 1970s, and 1990s. These changes have nearly completely obscured the original building's design as a Mid-Century Modern drive-in restaurant. Since the project site does not include any historic resources or examples of major periods of California history or prehistory, no impacts to historic resources would occur.

Mitigation Measures

None required.

F. GEOLOGY, SOILS, AND SEISMICITY

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	9				**X**
ii) Strong seismic ground shaking?	3 (Map N-10), 9			**X**	
iii) Seismic-related ground failure, including liquefaction?	3 (Map N-5), 9				**X**
iv) Landslides?	3 (Map N-5), 9				**X**
b) Result in substantial soil erosion or the loss of topsoil?	1, 9			**X**	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a	3 (Map N-5), 9				**X**

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	3 (Map N-5), 9				**X**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	1				**X**

DISCUSSION

Connell Geotechnical Inc. (Connell) prepared a geotechnical investigation report for the project site in March 2015 (see Appendix D). The geotechnical report identifies potential geologic hazards that may affect the project site and presents recommendations for design and construction of the project. Given the project site's location in a seismically active area, there is potential for severe ground shaking during an earthquake. High levels of ground shaking during potential future earthquakes and soil conditions that may be unsuitable to support construction-related excavations and site improvements are typical issues of concern related to development in seismically active areas. These issues are routinely encountered in California, and there is no evidence that unique or unusual geologic hazards are present on site (e.g., mapped landslide, collapsible soils, lateral spread) that would require additional mitigation beyond what is already required as part of the City's standard development approval processes.

Seismic ground shaking and the presence of adverse soil conditions would be addressed through required compliance with the California Building Code (and local amendments) as well as incorporation of geotechnical recommendations into the project's construction and design plans. The site is not located in a mapped area of potential liquefaction and ground displacement on the State of California Seismic Hazard Zones map for the Palo Alto Quadrangle. Connell determined that the potential for liquefaction or lateral spreading is low due to the generally dense nature of the sands and gravels and depth of groundwater. However, some densification of the medium dense sand underlying the structure could occur during a moderate to large earthquake resulting in minor settlement of the structure.

The geotechnical report indicates the project site is located in an area where there have been historical occurrences of earthquake-induced liquefaction and there is the potential for "permanent earthquake-induced ground displacement." The Association of Bay Area Governments indicates the site is in an area with a moderate chance of liquefaction. However, there are no active or potentially active faults that cross the project site, and the project site is not located within an Alquist-Priolo Fault Zone (USGS 2013). The closest active fault is the San Andreas Fault, which is located approximately 5.3 miles southwest of the site. The project site is flat and is not located in an area susceptible to landslides.

The site is mapped as being underlain by coarse-grained Pleistocene-age alluvial fan deposits consisting mainly of interbedded sands, gravels, clayey sands, and sandy clays. Connell explored subsurface conditions at the site with three borings drilled to depths of 24.5 to 36 feet. Subsurface conditions encountered in the borings generally consisted of a surficial layer of stiff sandy and gravelly clays and silts to a depth of 4 to 7 feet underlain by medium dense to dense sandy gravels/gravelly sands to depths of 15 to 22 feet underlain by mostly stiff to very stiff sandy clays to the depths explored. At the surface the borings encountered 3 to 4 inches of asphalt underlain

by about 3 to 4 inches of base rock. The site surficial clayey soils have a low plasticity and expansion potential.

All new construction is subject to the earthquake design parameters contained in Chapter 16, Section 1613, of the 2013 California Building Code, directed at minimizing seismic risk and preventing loss of life and property in the event of an earthquake. In addition, the City's standard conditions of approval will ensure that potential impacts on erosion and soil remain less than significant. These conditions require the applicant to submit a final grading and drainage plan subject to review by the Department of Public Works prior to issuance of any grading and building permits. Requirements and standards of adequacy for the grading and drainage plans are contained in the PAMC.

The proposed building would be connected to the City's sewer system, and the project would not involve use of septic tanks. Impacts to geologic resources and soils and impacts associated with geologic hazards would be less than significant.

Mitigation Measures

None required.

G. GREENHOUSE GAS EMISSIONS

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	2, 7			X	
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	2, 7			X	

DISCUSSION

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

CARB's 2008 Scoping Plan fact sheet states, "This plan calls for an ambitious but achievable reduction in California's carbon footprint—toward a clean energy future. Reducing greenhouse gas emissions to 1990 levels means cutting approximately 30% from business-as-usual emissions levels projected for 2020, or about 15% from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020." CARB's GHG emissions inventory report found the total statewide GHG emissions in 2011 were equivalent to 448.1 million tons of carbon dioxide (CO_2) (CARB 2013). Compared with the emissions in 2001, this is a 6% decrease.

As described in Section C of this report, the BAAQMD adopted the BAAQMD 2010 Guidelines, which establish screening criteria based on the size of a project to determine whether detailed modeling to estimate GHG emissions is necessary (BAAQMD 2010b). Projects that are smaller than the GHG screening criteria size are considered to have less than significant GHG emissions and would not conflict with existing California legislation adopted to reduce statewide GHG emissions. Table 3 presents GHG screening level examples taken from the BAAQMD 2010 Guidelines.

Table 3
BAAQMD Operational GHG Screening Criteria

Land Use Type	Operational GHG Screening Size[1]
Single-family residential	56 du
Apartment, low-rise, or condo/townhouse, general	78 du
Apartment, mid-rise	87 du
Condo/townhouse, general	78 du
Regional shopping center	19,000 sf
Strip mall	19,000 sf
Hardware/paint store	16,000 sf
Daycare center	11,000 sf
General office building	53,000 sf
Medical office building	22,000 sf
Office park	50,000 sf
Quality restaurant	9,000 sf

Source: BAAQMD 2010b, Table 3-1, Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes.
Notes: GHG = greenhouse gas; du = dwelling unit; sf = square feet.
[1] If the project size is less than the screening size, the project would have less-than-significant impacts. If the project is greater than the screening size, detailed project-specific modeling is required.

The project would result in a net increase of 10,263 square feet of commercial and office space along with 13 new condominium units; this is substantially below the BAAQMD screening thresholds of 53,000 square feet (office space), 19,000 square feet (commercial space), and 78 condominium units (condo/townhouse) for operational GHG emissions. Since the project is substantially smaller than the screening criteria size, GHG emissions associated with operation of the proposed project would remain below the BAAQMD thresholds. In addition, the project would comply with the green building requirements identified in Chapter 16.14 of the PAMC. Project operation would not result in GHG emissions that would significantly affect the environment or conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The project would have less-than-significant impacts related to GHG emissions.

Mitigation Measures

None required.

H. HAZARDS AND HAZARDOUS MATERIALS

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routing transport, use, or disposal of hazardous materials?	1, 2, 9, 10		**X**		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	1, 2, 9, 10		**X**		

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	1, 2		**X**		
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	1, 2, 10		**X**		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	1				**X**
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area?	1				**X**
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	1, 3 (Map N7)				**X**
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	1, 3 (Map N7)				**X**

DISCUSSION

A Phase I Environmental Site Assessment (ESA) and Phase II Subsurface Investigation were prepared for the project site in December 2013 by Partner Science and Engineering. The Phase I and Phase II assessments are included in Appendix E.

Records indicate that a blacksmith shop occupied the southeast portion of the site in 1894, and an auto repair facility was located at the same location from as early as 1925 until at least 1931. The existing building was built in 1948. The project site is located within the California-Olive-Emerson Superfund Site, which encompasses the area of a contaminated groundwater plume. Chemicals of concern include volatile organic compounds (VOCs), particularly 1,1,1-trichloroethane, trichloroethylene (TCE), and other chlorinated solvents. Groundwater samples collected from on-site and nearby monitoring wells have indicated non-detectable concentrations of chemicals of concern and low levels of TCE, respectively.

Soil and groundwater samples were collected from four borings as part of the Phase II Subsurface Investigation to investigate the potential impact of petroleum hydrocarbons, VOCs, and/or metals to groundwater. Initially two soil samples and three groundwater samples were analyzed for carbon chain total petroleum hydrocarbons (TPH-cc), VOCs, and California Administrative Manual 17 Metals. Based on the preliminary results of the analyses, which indicated elevated levels of diesel-range organics, motor oil-range organics, and lead in one of the samples, the two remaining soil samples were analyzed for diesel-range organics and motor oil-range organics in accordance with U.S. Environmental Protection Agency (EPA) Method 8015C, and for lead in accordance with EPA Method 6010B.

The San Francisco Bay RWQCB has established Environmental Screening Levels (ESLs) as an initial screening level evaluation. ESLs aid in assessing the potential threats to human health, terrestrial/aquatic habitats, and/or drinking water resources due to contaminants in soil, soil gas, and/or groundwater. Of the four soil samples analyzed for TPH-cc, only the diesel-range organics and motor oil-range organics concentrations detected in one of the samples exceeded their respective residential ESLs of 100 and 500 milligrams per kilogram; however, the concentrations were below their respective commercial/industrial ESLs of 500 and 2,500 milligrams per kilogram. The remaining detected TPH-cc concentrations were below both their residential and commercial/industrial ESLs. None of the analyzed soil samples contained detectable concentrations of gasoline-range organics or VOCs. One of the analyzed soil samples contained concentrations of cadmium, copper, lead, mercury, and zinc that exceed background concentrations for typical California soils. Of the metals detected that exceed the background concentrations, only the lead concentration, which was measured at a maximum of 360 milligrams per kilogram, exceeded the residential and commercial ESLs of 80 and 320 milligrams per kilogram, respectively. The remaining metals that exceed background concentrations were below their respective residential and commercial ESLs.

None of the three analyzed groundwater samples contained detectable concentrations of TPH-cc. Each of the three analyzed groundwater samples contained detectable concentrations of the VOCs chloroform and/or TCE. TCE concentrations of 32 micrograms per liter (µg/L), 71 µg/L, and 11 µg/L were detected; these exceed the groundwater ESL of 5 µg/L. The detected chloroform concentration was below its groundwater ESL of 70 µg/L. Of the various metals detected in groundwater, barium, chromium, cobalt, copper, lead, mercury, nickel, vanadium, and zinc exceeded their respective groundwater ESLs. Table 4 compares the groundwater ESLs for these metals to the levels detected in groundwater on site. Concentrations shown in bold in Table 4 exceed the groundwater ESL. Although not all metals exceed the groundwater ESLs in all boring locations, each of the metals listed exceeds the groundwater ESLs in at least one location.

Table 4
Groundwater Sample Dissolved Metals Laboratory Results

	Boring Identification			
Sample Identification	***PES-B2-GW***	***PES-B3-GW***	***PES-B4-GW***	**Groundwater ESL**
Barium	**1600**	830	**1800**	1000
Chromium	**79**	**56**	26	50
Cobalt	**75**	**43**	**38**	3
Copper	**100**	**120**	**90**	3.1
Lead	**47**	**45**	<17	2.5
Mercury	<0.022	<0.022	**0.062**	.025
Nickel	**150**	**66**	**96**	8.2
Vanadium	**72**	**130**	**57**	15
Zinc	**130**	**200**	**120**	81

Source: Appendix E (adapted from Table 8).
Notes: All units in milligrams/liter (mg/L).
Concentrations in **bold** exceeds Groundwater ESL.
< indicates metal not detected above indicated laboratory Method Detection Limit.
Only metals exceeding their respective ESLs are displayed in this table. For a complete listing of metals detected in groundwater, see Table 8 of the Phase II ESA prepared by Partner Science and Engineering (Appendix E).
EPA Method CAM 17 Metals via 6010B/7471A

The project involves the demolition of one building and construction of a new building with a one-level subsurface parking garage. Construction equipment accessing the site would use hazardous and/or flammable materials, including diesel fuel, gasoline, and other oils and lubricants. During project construction, there is the potential for the short-term use of hazardous materials/fuels; however, the use, storage, transport, and disposal of these materials would be required to comply with all existing local, state, and federal regulations. Operation of the proposed project would not include any uses that would require the transport, handling, or

disposal of hazardous materials, other than typical household and landscaping materials. The types and quantities of these common household chemicals would not be substantial and would not pose a health risk to residents of the project or any adjacent uses.

Demolition and site preparation activities, such as excavation and grading, could release hazardous building materials into the air. During demolition and construction, workers may be exposed to soil or groundwater with trace levels of TCE and other VOCs. Mitigation Measure HAZ-1 is required to reduce the potential effects on health and safety during construction by requiring preparation and implementation of a Soil Management Plan, which would include a health and safety plan and program to be prepared and implemented by the contractor.

Based on the construction date of the existing building (1946), it is possible that the building may contain asbestos-containing materials and lead-based paints. Lead-based paints could also be present and the light ballasts may be a source of polychlorinated biphenyls. Therefore, demolition of the existing buildings could result in hazards related to the release or disposal of these hazardous materials. Mitigation Measure HAZ-2 requires surveys and proper disposal methods to ensure that impacts remain less than significant. If found, lead-containing materials and asbestos-containing materials would be required to be disposed of in accordance with state and federal regulations, including the EPA's Asbestos National Emissions Standards for Hazardous Air Pollutants, the California Occupational Safety and Health Administration (Cal-OSHA) Construction Lead Standard (8 CCR 1532.1), and California Department of Toxic Substances Control and EPA requirements for disposal of hazardous waste. If polychlorinated biphenyls are found, these materials would be required to be managed in accordance with the Metallic Discards Act of 1991 (California Public Resources Code, Sections 42160–42185) and other state and federal guidelines and regulations. Demolition plans and contract specifications would be required to incorporate any necessary abatement measures in compliance with the Metallic Discards Act, particularly Section 42175, Materials Requiring Special Handling, for the removal of mercury switches, polychlorinated biphenyl-containing ballasts, and refrigerants.

Groundwater was encountered during the Phase II investigation at depths between 18.5 and 29.8 feet below ground surface. The geotechnical investigation identified groundwater at a depth of approximately 22 to 23 feet below ground surface; however, according to the Santa Clara Valley Water District maps, the depth to first groundwater is between 10 to 20 feet at the site. Due to the extended drought conditions, long-term groundwater levels are probably shallower than 22 feet at the site. If groundwater is encountered during excavation for the underground parking garage (approximately 12 to 15 feet below ground surface), installation of dewatering wells would be required. It is possible that groundwater pumped during construction would contain TCE (or other VOCs) and metals. Standard conditions of the City's architectural review process require special procedures for dewatering. Specifically, the City's Public Works Department, Water Quality Control Plant section, would require that prior to discharge of any water from construction dewatering, the water be tested for VOCs using EPA Method 601/602. The analytical results of the VOC testing would be transmitted to the RWQCB. If the concentration of any VOC exceeds 5 µg/L (5 parts per billion), the water may not be discharged to the storm drain system and an Exceptional Discharge Permit for discharge to the sanitary sewer must be obtained from the RWQCB prior to discharge. If the VOC concentrations exceed the toxic organics discharge limits contained in the PAMC, a treatment system for removal of VOCs would also be required prior to discharge to the sanitary sewer. Additionally, any water discharged to the storm drain system is required to be free of sediment.

There is also the potential for vapor from the impacted groundwater plume to migrate into buildings in certain circumstances, which could result in a significant hazard. By fire code, both stairwells and elevator shafts are required to be pressurized to minimize smoke intrusion. In addition, as required by the building code, the new garage would have mechanical fans to regularly vent the space to remove CO from the garage. In addition, Mitigation Measure HAZ-3 would ensure that potential impacts due to vapor migration remain below a level of significance by requiring on-site testing of indoor air quality in the garage.

There are two existing schools within 0.25 mile of the project site: Casa dei Bambini, a private preschool, and Living Wisdom School, a private K–8 school. Operation of the project would not result in the emission of

hazardous materials, and Mitigation Measure HAZ-1 would reduce construction impacts associated with hazardous building materials to less-than-significant levels.

There are no airports within 2 miles of the project site. The nearest airport is the Palo Alto Airport, which is located approximately 2.6 miles northeast of the site. Therefore, no impact related to safety hazards associated with aircraft would occur.

The proposed project would not impair or interfere with the City's Emergency Operations Plan. The nearest evacuation route to the project site is Page Mill Road. The project would not result in any changes to this evacuation route, would not substantially increase traffic or roadway congestion such that use of the evacuation route would be hindered, and would not otherwise impair implementation of the City's Emergency Operations Plan. Therefore, no impact related to emergency response or evacuation would occur.

The project site is located in a developed urban area that is not identified as a high or medium fire hazard area in the City's Comprehensive Plan (City of Palo Alto 2007). Therefore, no impact related to fire risks would occur.

Mitigation Measures

Mitigation Measure HAZ-1: In order to avoid the potential for vapor migration, the project shall prepare a Vapor Intrusion Mitigation and Risk Management Plan (Plan) for approval by the San Francisco Bay Regional Water Quality Control Board prior to issuance of grading or building permits from the City of Palo Alto. The Plan shall outline strategies for managing contaminated soil and groundwater encountered during project construction.

The Plan shall include provisions for hazardous substance management, handling, storage, disposal, and emergency response. Hazardous materials spill kits shall be maintained on site for small spills.

Copies of the Plan shall be maintained on site during demolition, excavation, and construction of the proposed project. All workers on the project site shall be familiarized with these documents.

Mitigation Measure HAZ-2: Prior to building demolition, the project applicant shall demonstrate to the satisfaction of the City of Palo Alto that a survey of the existing buildings has been conducted by a qualified environmental specialist who meets the requirements of the current U.S. Environmental Protection Agency (EPA) regulations for suspected lead-containing materials, including lead-based paint/coatings, asbestos-containing materials, and the presence of polychlorinated biphenyls. Any demolition activities likely to disturb lead-containing materials or asbestos-containing materials shall be carried out by a contractor trained and qualified to conduct lead- or asbestos-related construction work.

Mitigation Measure HAZ-3: In order to quantitatively verify that established regulatory thresholds for indoor air quality are not being exceeded due to vapor intrusion, following construction, 24-hour integrated air samples shall be collected from a minimum of two locations in the garage, plus an exterior location deemed representative of ambient/background conditions. Given the higher sensitivity of the residential units, the garage sampling locations shall be under that portion of the building as opposed to the office portion. The samples shall be collected with the garage venting system off and on a weekend day to minimize interferences from vehicle exhaust. A California state-certified laboratory shall analyze the air samples for TCE and cis-1,2-dichloroethylene (the target VOCs) using EPA Method TO-15 with sensitive ion mode. Results shall be compared to published Regional Water Quality Control Board (RWQCB) Environmental Screening Levels along with any additional criteria deemed appropriate by the regulatory agencies, with the ambient/background amounts strongly weighed for interpretation of the garage amounts.

The air monitoring shall be conducted quarterly for the first year of building occupancy, semiannually for the second year, and annually for the third through fifth years. The first monitoring results shall be incorporated into a Risk Management Plan Implementation Report that will be submitted to the RWQCB. The annual events (as well as one of the semiannual events) shall be in a cold weather month (i.e., December, January, or February) since

these are currently recognized as having higher vapor advection. After the initial Risk Management Plan Implementation Report, monitoring reports shall be submitted annually to the RWQCB. If the indoor air criteria are not exceeded over this 5-year period, after factoring in ambient/background data and general quality assurance/quality control considerations, no further monitoring shall be required. Should the garage air tests show TCE (or other VOCs) over an agreed criteria and not reflective of ambient/background conditions, RWQCB staff shall be notified and a supplemental sampling event shall be scheduled within 60 days. Additional actions would be discussed with RWQCB staff upon receipt of the supplemental test data.

Level of Significance after Mitigation

Less than significant.

I. HYDROLOGY AND WATER QUALITY

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	1, 2, 3		**X**		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	1, 2, 3 (Map N2), 10			**X**	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	1, 2			**X**	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	1, 2			**X**	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	1, 2			**X**	
f) Otherwise substantially degrade water quality?	1, 2, 10			**X**	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	1, 3 (Map N6)				**X**
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	1, 3 (Map N6)				**X**

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involve flooding, including flooding as a result of the failure of a levee or dam or being located within a 100-year flood hazard area?	1, 3 (Map N8)				**X**
j) Inundation by seiche, tsunami, or mudflow?	1, 3 (Map N6)				**X**

DISCUSSION

The project site is fully developed, and the proposed project would not substantially change the amount of impervious surface area on the project site, nor would the project rely on groundwater for its water supply. With the exception of some street trees on Grant Avenue, El Camino Real, and Sherman Avenue, the existing site is composed of buildings and paved surface parking lots and thus is largely impervious. The project proposes to create a single 39,953-square-foot parcel. The proposed building would cover 19,954 square feet of the site (50%), and a total of 14,903 square feet of landscaping and open space would be provided.

As described in Section H, groundwater was encountered at depths of 22 and 23 feet during the geotechnical investigation. Based on the Santa Clara Valley Water District maps, the depth to first groundwater is between 10 to 20 feet at the site. Groundwater levels will vary with time and location, depending on rainfall and runoff. The nearest surface water in the vicinity of the project site is Matadero Creek, located approximately 0.5 mile east of the site.

Stormwater runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) program to control and reduce pollutants to water bodies from surface water discharge. Locally, the NPDES project is administered by the San Francisco Bay RWQCB. The RWQCB worked with cities and counties throughout the region to prepare and adopt a Regional Municipal Stormwater Permit. This Regional Permit identifies minimum standards and provisions that the City of Palo Alto, as a permittee, must require of new development and redevelopment projects within the city limits. Compliance with the NPDES Permit is mandated by state and federal statutes. The proposed project would be required to comply with all city, state, and federal standards pertaining to stormwater runoff and water quality.

Under the Regional Municipal Stormwater Permit, the San Francisco Bay RWQCB generally requires new development projects to implement low-impact design techniques to treat stormwater runoff. Stormwater would be treated on site in flow-through planters and bioretention areas. Stormwater from the below-grade garage would be pumped to the proposed plaza area for on-site treatment. Drainage would be conveyed to the eastern portion of the site, where it would be discharged into an existing 12-inch, 260-linear-foot storm drain located within the Page Mill Road and El Camino Real right-of-way.

Although groundwater was identified in the geotechnical investigation at depth of approximately 22 to 23 feet below existing grade level, the depth to first groundwater is between 10 to 20 feet at the site according to the Santa Clara Valley Water District maps. The lower groundwater level may be the result of extended drought conditions, and long-term groundwater levels are likely shallower than 22 feet at the site. If groundwater is encountered during excavation for the underground parking structure (approximately 12 to 15 feet below grade), installation of dewatering wells would be necessary. It is possible that groundwater pumped during construction will contain trace levels of TCE near or just above the state maximum contaminant level. Mitigation Measure HAZ-1 requires that the

groundwater pumped during dewatering be tested and treated if TCE (or other VOC) levels are greater than the state maximum contaminant level.

Standard conditions of the City's architectural review process require special procedures for dewatering. Specifically, the City's Public Works Department, Water Quality Control Plant section, would require that prior to discharge of any water from construction dewatering, the water be tested for VOCs using EPA Method 601/602. The analytical results of the VOC testing shall be transmitted to the RWQCB. If the concentration of any VOC exceeds 5 µg/L (5 parts per billion), the water may not be discharged to the storm drain system and an Exceptional Discharge Permit for discharge to the sanitary sewer must be obtained from the RWQCB prior to discharge. If the VOC concentrations exceed the toxic organics discharge limits contained in the PAMC, a treatment system for removal of VOCs will also be required prior to discharge to the sanitary sewer. Additionally, any water discharged to the storm drain system is required to be free of sediment.

The City's standard conditions of approval will ensure that potential impacts on local drainage remain less than significant. These conditions require the applicant to submit a final grading and drainage plan subject to review by the Department of Public Works prior to issuance of any grading and building permits. Requirements and standards of adequacy for the grading and drainage plans are contained in the PAMC.

The project site is located within Zone X on the Flood Insurance Rate Map Panel No. 06085C0017H (FEMA 2009). This indicates that the project site is not in a zone expected to be subject to inundation in a 100-year flood event. Additionally, the project site is not located within an area identified as a dam failure inundation area (City of Palo Alto 2014a). The project site is not subject to flooding or inundation and construction of the project would result in no impacts associated with exposure of people to flood-related hazards.

The project site is located on relatively flat ground and is not near an open body of water or near a hillside; therefore, there is no risk for seiche, tsunami, or mudflow hazards. No impacts related to these hazards would result from implementation of the proposed project. Additionally, there are no streams within or adjacent to the site, and the project would have no impacts related to streambank stability.

Mitigation Measures

Mitigation Measure HAZ-1: See Section H, Hazards and Hazardous Materials.

Significance after Mitigation

Less than significant.

J. LAND USE AND PLANNING

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	1, 2				**X**
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	1, 2, 3, 4			**X**	

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	1, 2				**X**

DISCUSSION

The proposed project, a 39,930-square-foot, retail, office, and residential building, is an allowed use under the project site's land use and zoning designations, as established by the City's Zoning Ordinance and Comprehensive Plan (PAMC; City of Palo Alto 2007). The project would replace one existing Olive Garden restaurant building and parking lot. The increase from one-story to a larger, multistory building would change the existing scale, but the proposed project would be consistent and compatible with the commercial, office, and residential buildings of one to six stories that are located in the vicinity of the project site.

The project would increase the existing retail, office, and residential land uses in the immediate vicinity and would not introduce any incompatible land uses. The Comprehensive Plan land use designation of the project site is Neighborhood Commercial and Regional/Community Commercial. The project site is located in the Cal-Ventura Mixed-Use Area, which is the area of the City generally bounded by Cambridge Avenue, Fernando Avenue, the CalTrain railroad track, and El Camino Real. The Comprehensive Plan encourages mixed-use development in the project area through the following policies:

- Policy L-4: Maintain Palo Alto's varied residential neighborhoods while sustaining the vitality of its commercial areas and public facilities. Use the Zoning Ordinance as a tool to enhance Palo Alto's desirable qualities.
- Policy L-9: Enhance desirable characteristics in mixed use areas. Use the planning and zoning process to create opportunities for new mixed use development.
- Policy L-11: Promote increased compatibility, interdependence, and support between commercial and mixed use centers and the surrounding residential neighborhoods.
- Policy L-16: Consider siting small neighborhood-serving retail facilities in existing or new residential areas.
- Policy L-19: Encourage a mix of land uses in all Centers, including housing and an appropriate mix of small-scale local businesses.
- Policy L-21: Provide all Centers with centrally located gathering spaces that create a sense of identity and encourage economic revitalization. Encourage public amenities such as benches, street trees, kiosks, restrooms and public art.
- Policy L-31: Develop the Cal-Ventura area as a well-designed mixed use district with diverse land uses, two- to three-story buildings, and a network of pedestrian-oriented streets providing links to California Avenue.

Since the project proposes a mixed-use development with three stories in an area where mixed-uses and buildings of two to three stories are encouraged, the project would be consistent with the policies listed above.

The zoning designation is Neighborhood Commercial (CN) and Community Commercial (2) (CC(2)) subdistrict. The regulations for these zones are set forth in PAMC Chapter 18.16. The CN district is intended to provide for neighborhood shopping areas accommodating retail sales, personal services, eating and drinking, and office uses serving the immediate neighborhood. The CC(2) subdistrict modifies the site development regulations of the community commercial district, which provides for larger commercial centers. Residential uses are permitted only as part of mixed-use developments. Section 18.16.060(b) provides development standards for new residential mixed-use developments.

The project would also include construction of one level of underground parking and installation of new landscaping. The project is in compliance with the applicable CN, CC(2), and California Avenue Parking Assessment District zoning and parking regulations. Approximately half of the site is within the California Avenue Parking Assessment District, which has different parking requirements than the portion outside the district. Under PAMC requirements for office, retail, and residential land uses, the proposed project would be required to provide 108 parking spaces. The applicant requests a shared parking adjustment for four parking spaces (less than 4% of the parking spaces). The project meets PAMC Section 18.52 for parking requirements with the shared parking adjustment, which allows a 20% reduction of the total spaces required for the site. The project would provide a total of 104 parking spaces, including 34 spaces equipped as electric vehicle charging stations. Ninety parking spaces would be provided in the one-level underground parking garage and 14 spaces would be provided at-grade. Eighteen long-term bicycle parking spaces and 8 short-term bicycle parking spaces would also be provided.

PAMC Section 18.16.060(b)(4) specifies that "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)." The maximum building height would be 47 feet, including the rooftop photovoltaic units, which would extend 7 feet above the building height of 40 feet. PAMC Section 18.40.090 allows rooftop equipment to exceed the maximum height limit by up to 15 feet. The FAR would be 0.5 for commercial uses and 0.5 for residential uses. The project would not conflict with existing zoning. In addition, the project would be consistent with the context-based design criteria for development in a commercial district, which promotes pedestrian-oriented design that is compatible with adjacent development.

The project includes a request for a CUP to exceed the 5,000 square-foot office maximum for the site by approximately 4,835 square feet. The CN zoning district allows 25% of the site or 5,000 square feet for office use. However, office use may be allowed to exceed the maximum size, subject to an issuance of a CUP. An FAR of 1.0:1 is allowable for mixed use buildings on CN zoned sites, such as the project site, that front El Camino Real. Ground floor professional and general business office use is allowed in the CN zone district under certain circumstances. The project proposes office space at the corner of Grant Avenue and El Camino Real, where a parking lot currently exists. PAMC Chapter 18.16 Section 18.16.050 sets forth restrictions on office use; as long as the ground floor area devoted to restaurant/retail services does not decrease, ground floor office space in a new building is a possibility. Since the project would not decrease ground floor retail, ground floor office space would be allowed.

The City's 2015-2035 Housing Element includes the following policy related to increased housing density and diversity, including mixed use development:

> Policy H2.1: Identify and implement a variety of strategies to increase housing density and diversity, including mixed us development, near community services, including a range of unit types.

The project site has been identified in the City's 2015-2023 Housing Element as a site that could accommodate residential development. As noted in the Housing Inventory Site Table B-1, the combined sites 2515 and 2585 El Camino Real could accommodate up to 18 units. The project proposes 13 residential units.

The project site is surrounded by primarily mixed-use and commercial buildings along El Camino Real, Grant Avenue, and Sherman Avenue ranging in height from one to six stories. As described in Section A, the proposed building would be larger in scale and mass than some of the adjacent buildings; however, the project would be similar in scale and mass to other buildings in the vicinity and smaller than the six-story building across the street. The design of the proposed building is intended to minimize the potential for incompatibility with surrounding uses. The frontage of the building along El Camino Real would be articulated to create the appearance of several individual storefronts. Most of the building along the El Camino Real frontage would be three stories tall while the portion closest to Sherman Avenue would be stepped down to two stories. In addition, as described in Section A, the project design will be reviewed by the

City's Architectural Review Board to ensure that compatibility concerns are addressed and it does not degrade the existing visual character or quality of the site and its surroundings.

The project site is not subject to any habitat conservation plans, and the project would not impact farmland. See Sections B and D for further discussion of these topics.

Mitigation Measures

None required.

K. MINERAL RESOURCES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	1, 3				**X**
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	1, 3				**X**

DISCUSSION

The City has been classified by the California Department of Conservation, Division of Mines and Geology, as a Mineral Resource Zone 1 (MRZ-1). This designation signifies that there are no aggregate resources in the area. The Division of Mines and Geology has not classified the City for other resources. There is no indication in the Comprehensive Plan that there are locally or regionally valuable mineral resources within the City (City of Palo Alto 2007). Therefore, construction and operation of the proposed mixed-use building on the currently developed project site would result in no impacts related to mineral resources.

Mitigation Measures

None required.

L. NOISE

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	1, 2, 3, 11, 13		**X**		
b) Exposure of persons to or generation of excessive ground-borne vibrations or ground-borne noise levels?	1, 2, 11			**X**	

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	1, 2, 11, 13			**X**	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	1, 11, 13			**X**	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, would the project expose people residing or working in the project area to excessive noise levels?	1, 2				**X**
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	1, 2				**X**

DISCUSSION

Noise would be generated during the proposed demolition of the existing building and construction of the proposed project. The magnitude of the construction noise would depend on the type of construction activity, the noise level generated by various pieces of construction equipment, site geometry (i.e., shielding from intervening structures), and the distance between the noise source and receiver. Construction noise levels are based on an EPA (1971) study, which measured average noise levels during construction stages for a variety of typical projects.

Sound is measured in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing and 60 dB corresponding roughly to the noise level of a typical conversation. Typically, a weighting system is applied to sound levels to more closely correlate sound levels with human perception, recognizing that humans are less sensitive to sounds in frequency ranges below 1,000 hertz and above 5,000 hertz. This system is called the A-weighted sound level, and is abbreviated as dBA.

As shown in Table 5, average noise levels generated on a construction site could be as high as 89 dBA equivalent level over a given time period (L_{eq}) at a distance of 50 feet during the loudest phases of construction. Typically, construction noise is cyclical in nature and noise levels vary throughout the day.

Table 5
Typical Noise Levels from Construction Activities

Construction Activity	Average Sound Level at 50 feet (dBA L_{eq}) [1]	Standard Deviation (dB)
Ground clearing	84	7
Excavation	89	6
Foundations	78	3
Erection	87	6
Finishing	89	7

Source: EPA 1971
Notes: dBA = A-weighted decibel; L_{eq} = equivalent level over a given time period
[1] Sound level with all pertinent equipment operating.

All development in the City, including the proposed construction activities, must comply with the City's Noise Ordinance (PAMC Chapter 9.10), which restricts the timing and overall noise levels associated with construction activity. Short-term temporary construction that complies with the Noise Ordinance would result in less-than-significant impacts to nearby land uses and sensitive receptors. The project is located in a busy commercial district with an active train station in the vicinity. Although there are residential uses in the project vicinity, the existing noise conditions are not quiet and the temporary construction activities would not create any new significant noise impacts.

To analyze the potential noise impacts associated with operation of the proposed project, a noise report was prepared by Mei Wu Acoustics in March 2015. Existing ambient sound pressure levels were measured and/or calculated at six locations around the project site and were found to range from 34.8 to 46.2 dBA (L_{90} dBA), as shown in Table 6. The day/night average sound level (DNL) and community noise equivalent level (CNEL) measured at four other locations identified by color and also listed in Table 6. The DNL ranges from 61.6 to 74.1 dBA, and the CNEL ranges from 62.0 to 74.6 dBA. The locations listed in Table 6 are shown in Figure 2 of Appendix F.

Table 6
Existing Ambient Noise Levels

Location	DNL (dBA)	CNEL (dBA)	Lowest L_{90} (dBA)
Yellow	74.1	74.6	46.2
Red	69.1	69.6	42.8
Orange	65.0	65.3	43.2
Blue	61.6	62.0	42.7
1	n/a	n/a	43.0
2	n/a	n/a	34.8
3	n/a	n/a	36.5
4	n/a	n/a	43.2
5	n/a	n/a	46.2
6	n/a	n/a	46.2

Source: Appendix F
Notes: DNL = day/night average sound level; CNEL = community noise equivalent level; dBA = A-weighted decibels

PAMC Section 9.10.030 requires that project-generated noise not exceed 6 dBA above the existing ambient noise level at any point outside of the development property. During operation, non-transportation-related noises would be generated by the project's rooftop mechanical systems. The noise report calculated ambient noise levels due to each rooftop mechanical unit at the nearest property plane, which are shown in Table 7.

As shown in Table 7, the proposed mechanical equipment would result in a maximum increase relative to existing levels of 5 dBA. Because noise generated by rooftop mechanical equipment would not result in an increase of 6 dBA above existing noise levels, non-transportation noise levels generated by the proposed project would have a less-than-significant impact.

Policy N-39 of the Palo Alto Comprehensive Plan requires that the average interior noise level in multifamily dwellings be limited to DNL 45 dB (City of Palo Alto 2007). However, the City also states that residences exposed to a DNL of 60 dB or greater should limit maximum instantaneous noise levels to 50 dB in bedrooms and 55 dB in other rooms. Since the existing noise levels in the project area exceed 60 dB, architectural upgrades (as detailed in Mitigation Measures NOI-1 and NOI-2) would be required to meet interior noise standards.

Table 7
Predicted Rooftop Mechanical Noise Levels

Rooftop Unit	Property Plane[1]											
	1-2		*2-3*		*3-4*		*4-5*		*5-6*		*6-1*	
	Projected Noise Level[2]	***Change from Existing Ambient***[3]	***Projected Noise Level***	***Change from Existing Ambient***	***Projected Noise Level***	***Change from Existing Ambient***	***Projected Noise Level***	***Change from Existing Ambient***	***Projected Noise Level***	***Change from Existing Ambient***	***Projected Noise Level***	***Change from Existing Ambient***
Combined Noise Level[4]	38	+3	40	+5	40	+3	35	+1	42	-4	43	0

Source: Appendix F

Notes:

1 Plane 1-2 is the plane between points 1 and 2.

2 All noise levels in A-weighted decibels (dBA).

3 Predicted Noise Levels – Existing Ambient Noise Levels.

4 Resultant total noise level of all rooftop units at the respective property planes.

Potential project-related noise effects from traffic were analyzed by comparing existing, future (existing plus cumulative growth), and estimated project-related traffic volumes, as provided by the traffic impact analysis prepared for the project by Hexagon Transportation Consultants (Appendix G). It was determined that the "future with project" traffic noise levels would increase by less than 1 dBA along El Camino Real and Page Mill Road[3] because the net change in traffic volumes from the project would be very small compared to the existing and cumulative (without project) volumes. Because there would be no audible or measurable change in traffic noise levels, the project would result in a less-than-significant impact to noise levels as a result of project generated traffic.

The project site is not located within an airport land use plan or in the vicinity of a private airstrip. The closest airport is the Palo Alto Airport, which is located approximately 2.6 miles northeast of the site. There would be no impact associated with noise from planes.

Mitigation Measures

Mitigation Measure NOI-1: *Residential Uses:* Window and exterior door assemblies with Sound Transmission Class rating up to 45 and upgraded exterior walls shall be used in the residential portion of the proposed building to achieve the State of California's and City of Palo Alto's interior residential noise standard for residential uses (45 dBA L_{dn}). The City of Palo Alto shall ensure that these standards are met prior to issuance of building permits.

Commercial Uses: Window and exterior door assemblies for the commercial portions of the building shall comply with the State of California CalGreen noise standards (maximum interior noise level of 50 dBA L_{eq}). The City of Palo Alto shall ensure that these standards are met prior to issuance of building permits.

Mitigation Measure NOI-2: The residential portion of the proposed building shall have ventilation or an air-conditioning system to provide a habitable interior environment when windows are closed. The City of Palo Alto shall ensure that this standard is met prior to issuance of building permits.

Significance after Mitigation

Less than significant.

M. POPULATION AND HOUSING

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	1, 2, 3			**X**	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	1, 2				**X**

[3] Based upon the project's trip distribution pattern (Appendix G, Figure 6), the roadways carrying 10% or more of project traffic would be El Camino Real and Page Mill Road.

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	1, 2				**X**

DISCUSSION

The project would replace an existing one-story restaurant building and parking lot with a three-story mixed-use building that would result in a net increase of 10,263 square feet of commercial and office space and 13 new dwelling units. The increase of 13 residential units would add approximately 32.5 persons based on the 2013 average household size of 2.5 (City of Palo Alto 2014b). The addition of 32.5 persons is not considered substantial population growth. The increased commercial or office space is not expected to induce substantial population growth. The addition of 13 dwelling units would provide additional housing in the Evergreen Park area, which includes a concentration of employment opportunities along El Camino Real.

The project would not displace any housing or people. Standard conditions of approval require that the project applicant pay fees to cover any increased need for housing. The City addresses the community's cumulative affordable housing needs through the Affordable Housing Fund, which is a local housing trust fund that provides financial assistance for the development of housing affordable to very low-, low-, and moderate-income households within the City. The Affordable Housing Fund is made up primarily of two sub-funds composed of local sources of housing monies: the Commercial Housing Fund and the Residential Housing Fund. The Commercial Housing Fund is funded through fees paid under the requirements of Chapter 16.47 of the PAMC. Under this requirement, the project applicant would be required to pay into the City's Affordable Housing Fund at the time that building permits are issued. This fee is currently set at $18.44 per square foot for nonresidential development and would be applied only to the new gross square footage of commercial space proposed to be constructed at the site.

The Residential Housing Fund is funded through the City's Below-Market-Rate (BMR) Program, as expressed in Policy H-36 of the Housing Element and Chapter 18.14 of the PAMC. The BMR Program is intended to meet the City's goal of retaining an economically balanced community. Residential projects with four or fewer dwelling units are exempt from the City's BMR Program ordinance. Since the proposed project includes 13 dwelling units, the project would be required to comply with the BMR Program.

The project site has been identified in the City's 2015-2023 Housing Element as a site that could accommodate residential development. As noted in the Housing Inventory Site Table B-1, the combined sites 2515 and 2585 El Camino Real could accommodate up to 18 units. The project proposes 13 residential units.

With compliance with the PAMC and standard conditions of approval regarding payment of the Affordable Housing Fee, impacts would be less than significant and no mitigation is required.

Mitigation Measures

None required.

N. PUBLIC SERVICES

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
Fire protection?	1, 2				**X**
Police protection?	1, 2				**X**
Schools?	1, 2				**X**
Parks?	1, 2				**X**
Other public facilities?	1, 2				**X**

DISCUSSION

The proposed project is located in an urban area that is currently served by the City Police and Fire Departments, and the additional 10,263 square feet of commercial and office space and 13 new condominium units proposed would not cause a substantial increase in population that would demand additional services. In addition, the conditions of approval for the project contain requirements to address all fire prevention measures. Standard conditions of approval require the project applicant to pay fees to address any increased need for community facilities, schools, and housing. With payment of development impact fees for community facilities, schools, libraries, and parks, the project's impact would be less than significant and no mitigation is required.

Mitigation Measures

None required.

O. RECREATION

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	1, 2				**X**
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	1, 2				**X**

DISCUSSION

The project would replace an existing one-story restaurant building and parking lot with a three-story mixed-use building that would result in a net increase of 10,263 square feet of commercial and office space and 13 new dwelling units. The 10,263-square-foot increase in commercial and office space and the addition of 13 residential units are not expected to have a significant effect on existing recreational facilities. Development impact fees for parks and community facilities for the increase in floor area and residential units are required per City ordinance. Therefore, no impact would occur and no mitigation is required.

Mitigation Measures

None required.

P. TRANSPORTATION AND TRAFFIC

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	1, 2, 13			**X**	

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	1, 2, 13				**X**
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	1, 2				**X**
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	1, 2, 13			**X**	
e) Result in inadequate emergency access?	1, 2, 13				**X**
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	1, 2, 13				**X**

DISCUSSION

Hexagon Transportation Consultants Inc. (Hexagon) prepared the Transportation Impact Analysis for the proposed project (Appendix G). The potential impacts of the proposed project were evaluated following the standards and methodologies set forth by the City and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). According to the VTA Transportation Impact Analysis guidelines, a CMP intersection shall be included in the analysis if the proposed development project is expected to add 10 or more peak hour vehicles per lane to any intersection movement. The same criterion was used to identify non-CMP intersections to be included in this study. The study included an analysis of AM and PM peak hour traffic conditions for two signalized intersections and one unsignalized intersection.

The magnitude of traffic generated by the proposed project was estimated by applying applicable trip generation rates obtained from the Institute of Transportation Engineers published Trip Generation Manual, Ninth Edition, 2012. Trips that could be (and have historically been) generated by the existing facilities were deducted from the estimated number of trips generated by the proposed project. It is estimated that the proposed project would generate 21 net new trips in the AM peak hour and 7 net new trips in the PM peak hour, as shown in Table 8.

Table 8
Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
				Peak Hour Rate	In	Out	Total	Peak Hour Rate	In	Out	Total
Proposed Uses:											
Condominium	13	5.81	76	0.44	1	5	6	0.52	4	3	7
Shopping Center	10.122	42.70	432	0.96	6	4	10	3.71	18	20	38
General Office Building	9.825	11.03	108	1.56	13	2	15	1.49	2	13	15
Total Primary Trips			616		20	11	31		24	36	60
Existing Uses:											
Restaurant	9.694	n/a	n/a	n/a	8	2	10	n/a	40	13	53
Net Project Trips					**12**	**9**	**21**		**-16**	**23**	**7**

Source: Appendix G
Trip rates based on Institute of Transportation Engineers 2012, General Office Building (710), Residential Condominium/Townhouse (230), Shopping Center (820).

Hexagon applied the project's trip generation and trip distribution estimated to each of the study intersections to determine whether the project would result in a significant change in level of service (LOS) at any location. The trip distribution pattern was developed based on existing traffic patterns and the location of complementary land uses (see Figure 6 in Appendix G). Based on the trip distribution, the following intersections were evaluated:

1. El Camino Real and California Avenue
2. El Camino Real and Grant Avenue (Unsignalized)
3. El Camino Real and Page Mill Road/Oregon Expressway (CMP intersection)

The project would create a significant adverse impact on traffic conditions at a signalized intersection in the City if for either peak hour:

1. The LOS at the intersection degrades from an acceptable level (LOS D or better for non-CMP intersections and LOS E or better for CMP intersections) under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The LOS at the intersection is an unacceptable level (LOS E or F at non-CMP intersections and LOS F at CMP intersections) under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio to increase by .01 or more.

As shown in Table 9, operation of the proposed project would not cause any of the study intersections to deteriorate to an unacceptable LOS (E or F) and all of the intersections would continue to operate at acceptable LOS. Therefore, no impact would occur at these intersections as a result of the proposed project.

Table 9
Existing Conditions Plus Project Level of Service Analysis

Study Number	Intersection	Peak Hour	Existing		Existing Plus Project	
			Average Delay	***LOS***	***Average Delay***	***LOS***
1	El Camino Real and California Avenue	AM	21.5	C	19.5	B
		PM	27.6	C	26.6	C

Table 9
Existing Conditions Plus Project Level of Service Analysis

Study Number	Intersection	Peak Hour	Existing		Existing Plus Project	
			Average Delay	*LOS*	*Average Delay*	*LOS*
2	El Camino Real and Grant Avenue (unsignalized)[1]	AM	17.7	C	17.8	C
		PM	18.9	C	19.0	C
3	El Camino Real and Page Mill Road/Oregon Expressway[2]	AM	65.7	E	58.8	E
		PM	53.0	D	48.9	D

Source: Appendix G
Notes:
1 The reported delay and corresponding level of service (LOS) for one-way stop-controlled intersection are based on thestop-controlled approach with the highest delay.
2 Denotes CMP intersection.

Background peak-hour traffic volumes were estimated by adding to existing peak-hour volumes the estimated traffic from approved but not yet constructed developments. Background conditions also include occupancy of the existing Olive Garden restaurant. It is assumed that the transportation network under background plus project conditions would be the same as the existing transportation network. The approved projects that would add traffic to the intersections that were studied are listed below:

- 2450-2500 El Camino Real Mixed-Use Development
- 385 Sherman Avenue Mixed-Use Development
- 3159 El Camino Real Mixed-Use Development
- 260 California Avenue Retail Development
- 2555 Park Boulevard
- 411 Page Mill Road

The peak-hour trips generated by the project were added to background traffic volumes to obtain background plus project traffic volumes. As shown in Table 10, all of the study intersections would operate at an acceptable LOS and the El Camino Real and Grant Avenue intersection would not meet traffic signal warrants under background plus project conditions.

Table 10
Background Conditions Plus Project Level of Service Analysis

Study Number	Intersection	Peak Hour	Background		Background Plus Project	
			Average Delay	*LOS*	*Average Delay*	*LOS*
1	El Camino Real and California Avenue	AM	21.4	C	21.4	C
		PM	27.5	C	27.7	C
2	El Camino Real and Grant Avenue (unsignalized)[1]	AM	18.2	C	18.4	C
		PM	19.3	C	19.3	C
3	El Camino Real and Page Mill Road/Oregon Expressway[2]	AM	61.9	E	62.4	E
		PM	49.9	D	49.8	D

Source: Appendix G
Notes:
1 The reported delay and corresponding level of service (LOS) for one-way stop-controlled intersection are based on thestop-controlled approach with the highest delay.
2 Denotes CMP intersection.

Cumulative conditions represent traffic conditions that would occur in the year 2025. Cumulative traffic volumes with the project were estimated by adding to cumulative no project traffic volumes the net additional traffic generated by the project. Cumulative with project conditions were evaluated relative to cumulative no project conditions in order to identify whether the project's contribution to potential cumulative impacts would be significant. As shown in Table 11, all of the study intersections would operate at an acceptable LOS under cumulative plus project conditions.

Table 11
Cumulative Plus Project Level of Service Analysis

Study Number	Intersection	Peak Hour	Cumulative No Project		Cumulative Plus Project	
			Average Delay	*LOS*	*Average Delay*	*LOS*
1	El Camino Real and California Avenue	AM	21.1	C	21.1	C
		PM	27.1	C	27.3	C
2	El Camino Real and Grant Avenue (unsignalized)[1]	AM	18.5	C	18.7	C
		PM	19.5	C	19.6	C
3	El Camino Real and Page Mill Road/Oregon Expressway[2]	AM	61.6	E	62.2	E
		PM	55.0	E	55.0	E

Source: Appendix G
Notes:
[1] The reported delay and corresponding level of service (LOS) for one-way stop-controlled intersection are based on thestop-controlled approach with the highest delay.
[2] Denotes CMP intersection.

Pedestrian, Bicycle, and Transit Facilities

Pedestrian facilities in the project area consist of sidewalks at all study streets and crosswalks at the intersections of El Camino Real at California Avenue and El Camino Real at Page Mill Road/Oregon Expressway. There are no crosswalks at the intersection of El Camino Real at Grant Avenue or El Camino Real at Sherman Avenue. Generally, there is good connectivity for pedestrians to and from the site, and the project would provide pedestrian paths to connect the sidewalks on El Camino Real, Grant Avenue, and Sherman Avenue to the project site. The project would not conflict with pedestrian facilities in the area.

There are numerous bicycle lanes in the vicinity of the project site, including on Page Mill Road, California Avenue, and Park Boulevard. Bicycle trips resulting from the project would be accommodated by the existing bicycle facilities in the area, and the project would not adversely impact existing bicycle facilities in the area.

Currently, there are three VTA bus lines, one AC Transit line, and shuttle service to Caltrain serving the project site. The site is within reasonable walking distance of the California Avenue Caltrain station. The bus stops for all lines are located within walking distance of the project site. The closest bus stop on El Camino Real and California Avenue is located approximately 500 feet from the project site. Given that the site is served by several bus routes, any new transit riders generated by the project could be accommodated by the existing transit service.

Site Access and On-Site Circulation

The project site would be accessed via two driveways, one located on Grant Avenue and one on Sherman Avenue. Both driveways would provide two-way access in to and out of the project site. The driveways serving the project would be free and clear of obstructions, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on Grant Avenue and Sherman Avenue. Adequate sight distance would be provided at the driveways in accordance with California Department of Transportation (Caltrans) standards to reduce the likelihood of a collision at a driveway or intersection. The existing driveway on El Camino Real and a second existing driveway on Sherman Avenue would be eliminated.

The two driveways would provide direct access to the proposed surface parking and underground parking garage. Based on the site access configuration, most inbound and outbound project traffic from El Camino Real would be expected to access the project site via the full access driveway at Grant Avenue. The Sherman Avenue access would be expected to be used by drivers traveling to the north on El Camino Real and from the local area.

The traffic to westbound Page Mill Road and southbound of El Camino Real would use Ash Street or make a U-turn at the El Camino Real and California Avenue intersection. It is assumed that no project traffic would make a left turn from Grant Avenue to El Camino Real because of the long delays that they would face. Park Boulevard would be used for the traffic to eastbound Oregon Expressway. Birch Street would be used for the traffic from westbound Oregon Expressway to the project site.

The City's standard width for two-way drive aisles is 25 feet for 8.5-foot-wide stalls and 23 feet for 9.5-foot-wide stalls for 90-degree parking. This allows sufficient room for vehicles to back out of parking spaces. The project would provide 90-degree parking in the surface lot and both 90-degree and 60-degree parking in the underground parking garage. The at-grade drive aisle is shown to be 20 feet wide and would provide a direct connection between the two driveways. This drive widens to meet or exceed the minimum required backup aisle for 90-degree parking stalls.

The proposed project would include a restricted on-site loading zone and an on-street loading zone. The on-site loading zone would be for loading from 7 a.m. to 10 a.m. and available for regular parking (three spaces) outside of those hours. As indicated in Appendix G, the City has agreed to stripe a regular loading zone (not time restricted) on Sherman Avenue. It should be noted that the project would eliminate two existing driveways, which would provide additional space for on-street parking to offset the space taken by the loading zone. The proposed project would also include a trash enclosure on site. Trash trucks could pull into the site to unload the bins.

Queuing

The Transportation Impact Analysis (Appendix G) includes an analysis of potential impacts related to vehicle queuing as a result of the proposed project. The queuing analysis indicates that the maximum vehicle queues for both the northbound left-turn pocket at the El Camino Real and California Avenue intersection and the southbound left-turn pocket on El Camino Real at Grant Avenue would not exceed the existing vehicle storage capacity. The analysis also indicates that the maximum vehicle queues for the westbound right-turn on Grant Avenue at El Camino Real would not block the project driveway. The project driveway is about 95 feet from El Camino Real. The queuing analysis shows that the maximum queue would be only one vehicle, which is about 25 feet.

Parking

The parking for the proposed project was evaluated based on the City's parking code. Roughly half of the property is within the California Parking Assessment District (PAD); therefore, parking requirements were examined based on the portions of the proposed building inside and outside of the PAD. For areas outside the PAD, the parking requirement for office space is 1 space per 250 square feet; for retail space it is 1 space per 200 square feet; and for residential space it is 2 spaces per unit plus guest parking. Within the PAD, the requirement for office space is 1 space per 310 square feet; for retail space it is 1 space per 240 square feet; and for residential space it is 2 spaces per unit plus guest parking. Additionally, a reduction of up to 20% of required spaces is allowed for shared parking in mixed-use developments. A shared parking analysis determined that the maximum parking demand would be 95 spaces for the proposed project. The proposed underground parking garage and the surface parking space would provide a total of 104 parking spaces, which would exceed the minimum parking standards.

The project would also provide 18 long-term bicycle parking spaces and 8 short-term bicycle parking spaces. The City requires bicycle parking spaces for retail uses equal to 10% of automobile parking, with 20% of the bicycle spaces for long-term parking (lockers or a locked room) and 80% of the bike spaces for short-term parking (a bike rack). For office uses, the City requires bicycle parking spaces also equal to 10% of automobile parking but with

60% long term and 40% short term. For condominiums, the City requires one long-term bicycle parking space per unit plus one short-term bicycle parking space per 10 units. This yields a requirement of 17 total long-term bicycle parking spaces and 7 short-term bicycle spaces. The proposed project would exceed this requirement with 18 long-term bicycle parking spaces provided in the underground parking garage, and 8 short-term bicycle parking spaces provided above ground.

The project is also required to provide on-site loading spaces. In order to adequately share the parking supply among the three uses while providing the required loading area, the project would incorporate the following parking restrictions:

1. Commercial parking would be of limited duration (2–4 hours) with a limited number of permits to allow employees to park all day.
2. The on-site loading zone would be used as general parking during the day, providing three additional parking spaces while parking demand is at its highest. The on-site loading zone would be reserved for loading between 7:00 a.m. and 10:00 a.m.
3. Residents would receive only one reserved space per unit, with a second unreserved space available with a permit.

As described above, the proposed project would generate an estimated 21 new trips in the AM peak-hour and 7 newt trips in the PM peak-hour. None of the study intersections would deteriorate from an acceptable LOS under background conditions to an unacceptable level as a result of the proposed project. The proposed project would meet all City parking requirements and the project would not conflict with existing pedestrian, bicycle, and transit facilities and services. Impacts would be less than significant and no mitigation measures would be required.

Mitigation Measures

None required.

Q. UTILITIES AND SERVICE SYSTEMS

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	1, 2				**X**
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	1, 2				**X**
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	1, 2			**X**	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	1, 2				**X**

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	1, 2				**X**
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	1, 2				**X**
g) Comply with federal, state, and local statutes and regulations related to solid waste?	1, 2				**X**

DISCUSSION

The proposed project would not significantly increase the demand on existing utilities and service systems, nor would it result in the wasteful or inefficient use of resources. Standard conditions of approval require the applicant to submit calculations by a registered civil engineer to show that the on-site and off-site water, sewer, and fire systems are capable of serving the needs of the development and adjacent properties during peak-flow demands. The project would tie into the City's existing water, wastewater, and storm drain infrastructure and would not require the construction of new water or wastewater treatment facilities. In addition, the project would comply with the green building requirements set forth in the California Green Building Code and the City's Build It Green program. This would ensure that water conservation and solid waste reduction measures are included in the project to reduce demands for utility services. The project's impacts on utility services would be less than significant and no mitigation is required.

Mitigation Measures

None required.

R. MANDATORY FINDINGS OF SIGNIFICANCE

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	1, 2			**X**	

Issues and Supporting Information Resources Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	1, 2				**X**
b) Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	1, 2			**X**	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	1, 2		**X**		

DISCUSSION

The proposed project would not have an impact on fish or wildlife habitat, nor would it impact cultural or historic resources with mitigation as described in Sections D and E. As described in Section A, the proposed use is appropriate for the site and although the project would alter the visual character of the site, the building has been designed to ensure that it does not result in an adverse visual impact. The project's impacts would all be reduced to below a level of significance through implementation of the mitigation measures described in the previous sections. The project would therefore not result in any cumulatively considerable impacts. There is nothing in the nature of the proposed development and property improvements that would have a substantial adverse effect on human beings or other life or environmental impacts once mitigation is implemented to reduce potential impacts from hazardous materials and noise as described in Sections H and L.

III. SOURCE REFERENCES

SOURCES (CHECKLIST KEY)

1. Project Planner's knowledge of the site and the proposed project.
2. Project Plans (Appendix A)
3. Palo Alto Comprehensive Plan 1998–2010 (City of Palo Alto 2007)
4. Palo Alto Municipal Code, Title 18, Zoning Ordinance
5. Palo Alto Municipal Code, Section 8.10.030, Tree Technical Manual
6. Arborist Report, 2015 (included in Appendix A)
7. Air Quality Modeling Results, 2015 (Appendix B)
8. Historic Resource Evaluation, 2015 (Appendix C)
9. Geotechnical Investigation Report, 2015 (Appendix D)
10. Phase I and Phase II Environmental Site Assessments, 2015 (Appendix E)
11. Noise Impact Study, 2015 (Appendix F)
12. Palo Alto Municipal Code, Section 9.10, Noise Ordinance
13. Transportation Impact Analysis, 2015 (Appendix G)

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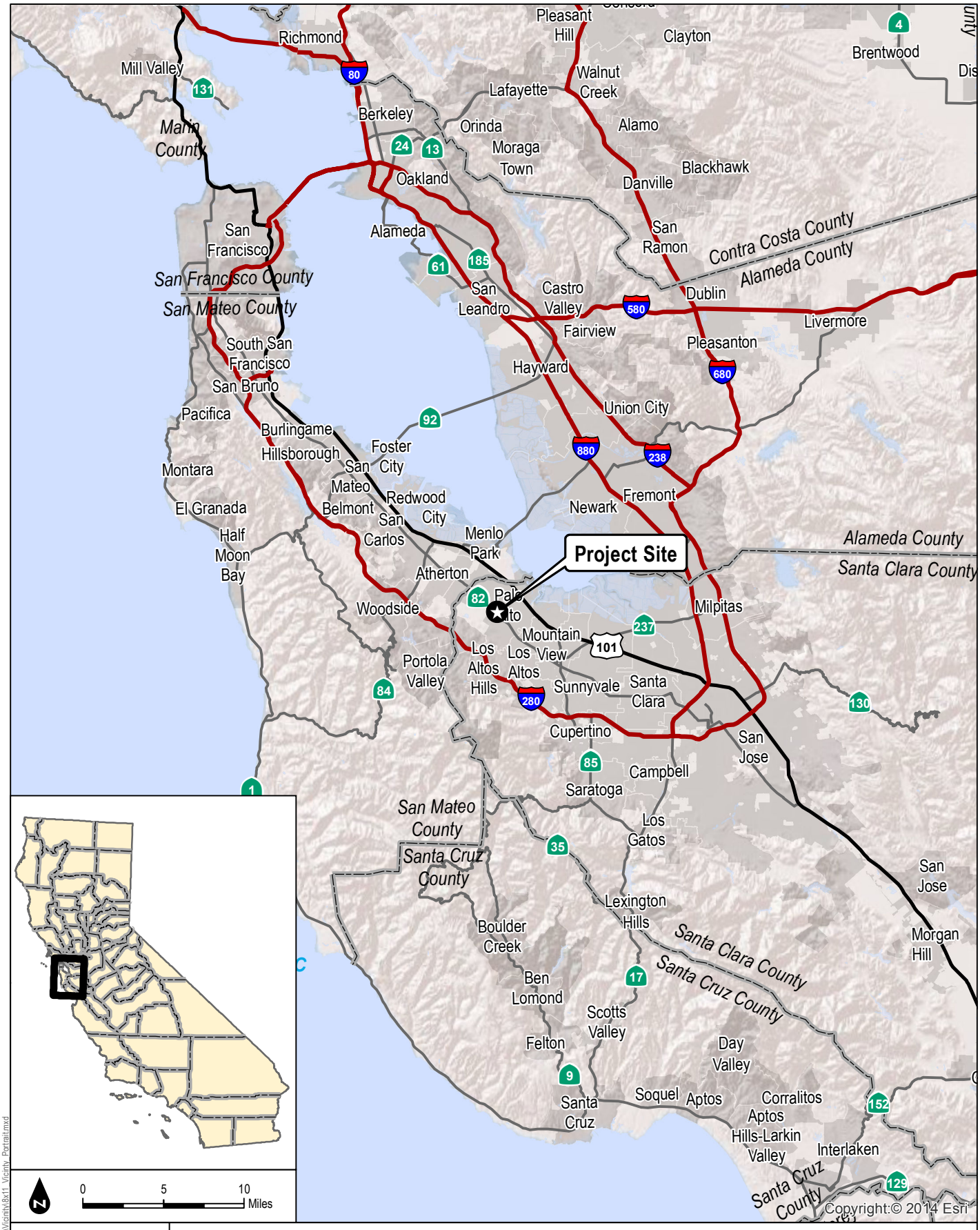
IV. DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	X
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

MRM
Project Planner

1/12/16
Date



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DUDEK

FIGURE 1

Regional Map

2515 & 2585 El Camino Real

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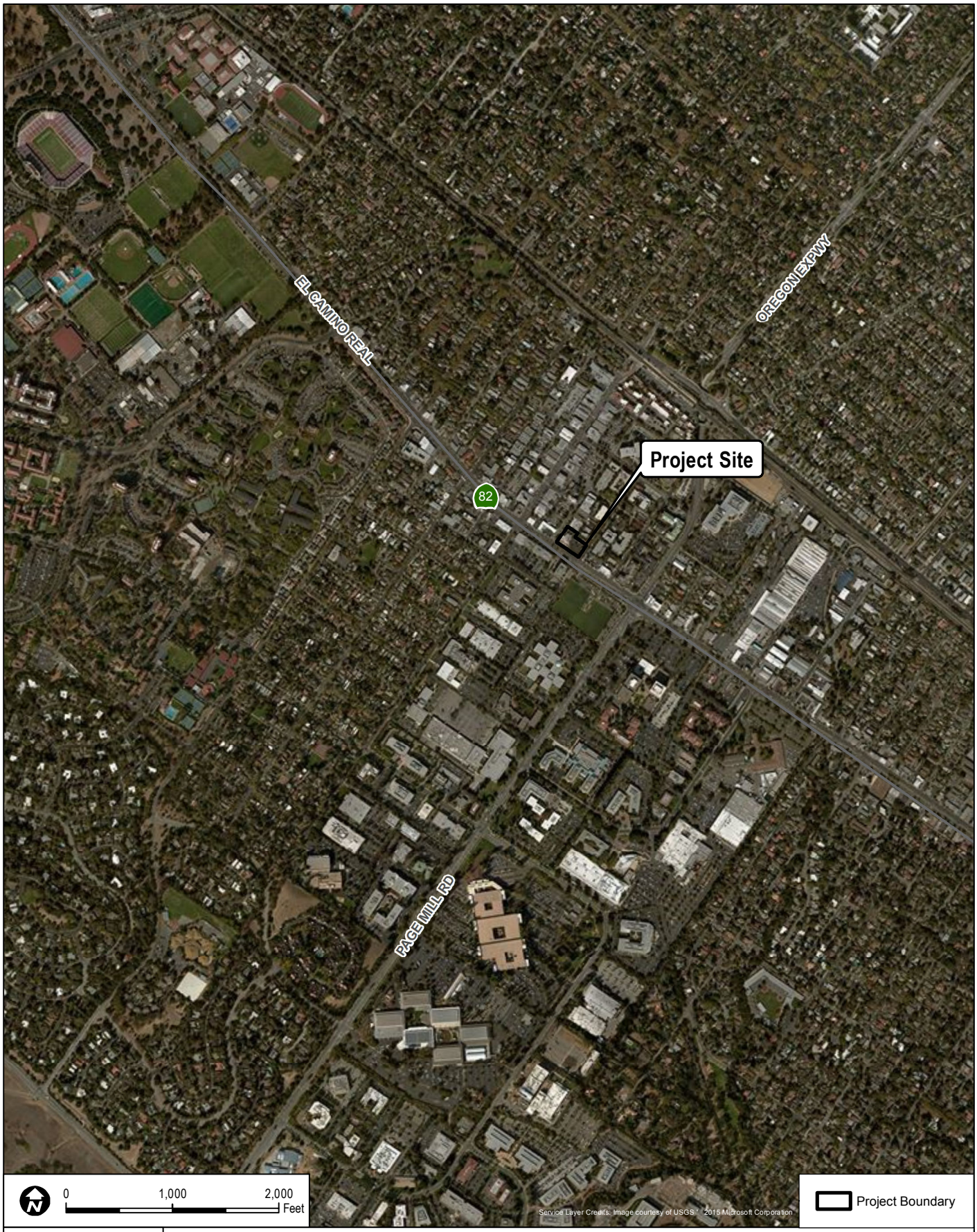

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SOURCE: Bing Imagery, 2015.

FIGURE 2
Vicinity Map

2515 & 2585 El Camino Real

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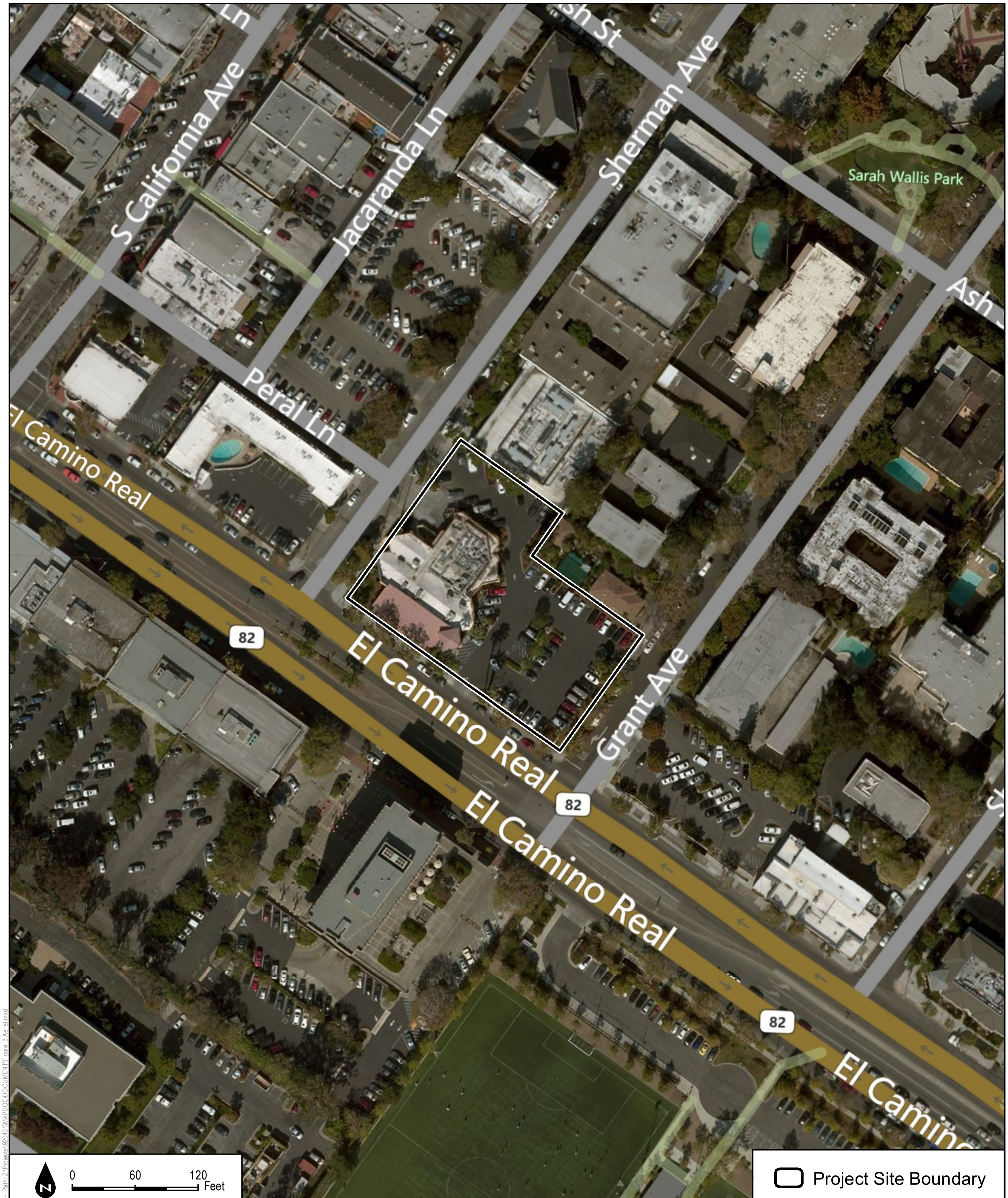

SOURCE: Bing Imagery, 2015.

FIGURE 3
Aerial Map

2515 & 2585 El Camino Real

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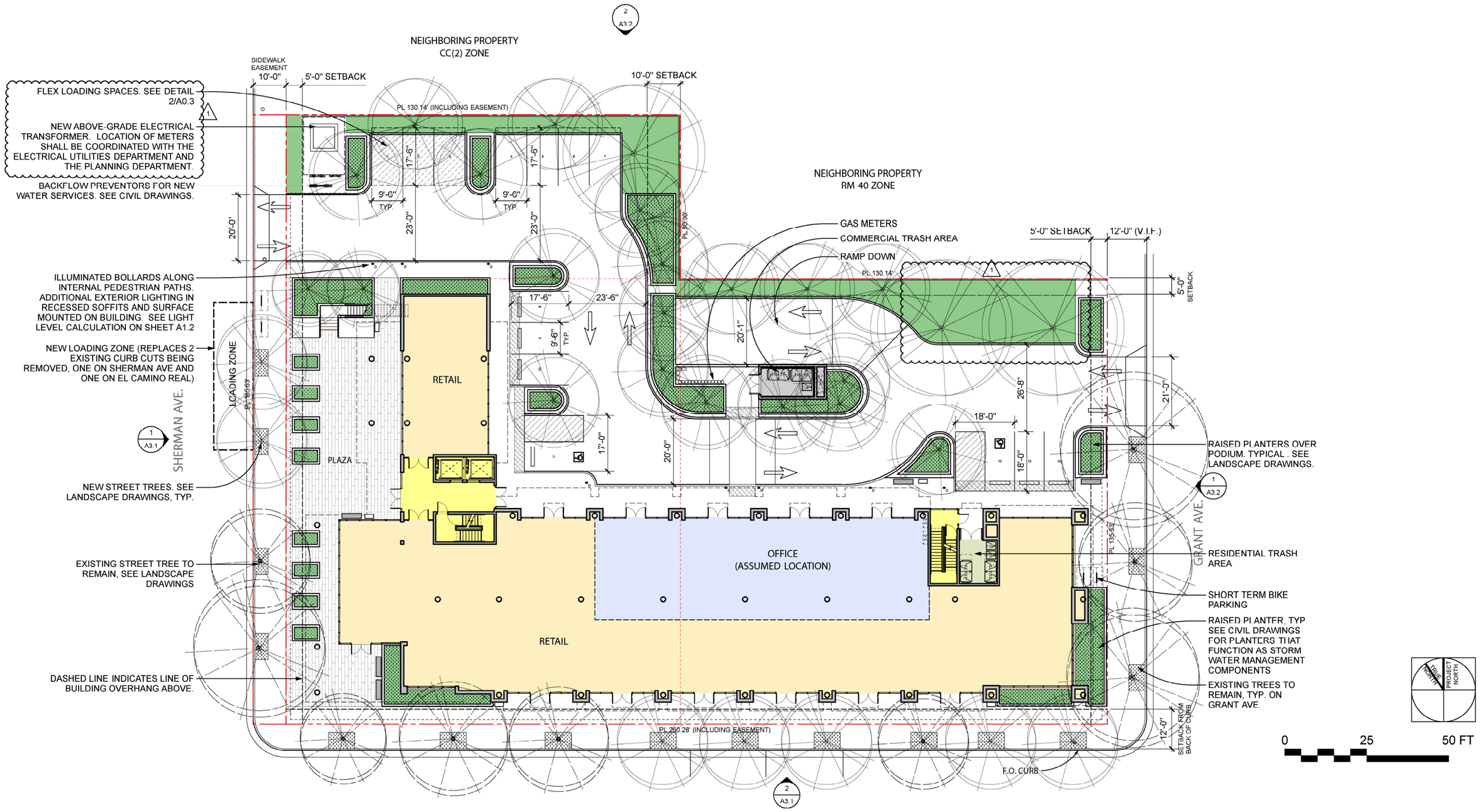

DUDEK

SOURCE: Hayes Group Architects, 2015

FIGURE 4
Site Plan

2515 & 2585 El Camino Real

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EL CAMINO REAL ELEVATION 2

SCALE: 3/32"=1'-0"

FINISH LEGEND	
M1	ALUMINUM COMPOSITE METAL PANEL METALLIC FINISH COATING: PPG DURANAR SUNSTORM 'ANOBIC CLEAR' UC110423F
M2	ALUMINUM COMPOSITE METAL PANEL METALLIC FINISH COATING: MATCH GF1
M3	CORRUGATED METAL PANEL METALLIC FINISH COATING: MATCH GF1
M4	PARAPET METAL FLASHING BENJAMIN MOORE 'PLATINUM GREY' EXT. RM.
M5	ALUMINUM PLATE FINISH TO MATCH GF1.
GF1	ALUMINUM GLAZING FRAMES METALLIC FINISH COATING: PPG DURANAR SUNSTORM 'PEWTER' UC110227F
GF2	ALUMINUM GLAZING FRAMES BLACK ANODIZED FINISH
C1	CONCRETE SMOOTH, POURED IN PLACE. USE 2 PINTS OF LAMP BLACK LIQUID PER YARD OF CONCRETE. (TO MATCH STANDARD CITY SIDEWALKS)
C2	BOARD FORMED CONCRETE USE 2 PINTS OF LAMP BLACK LIQUID PER YARD OF CONCRETE (TO MATCH STANDARD CITY SIDEWALKS)
C3	DARK BOARD FORMED CONCRETE DAVIS COLOR GRAPHITE 8084
CP1	CEMENT PLASTER WITH PAREX 'IMAGE SMOOTH' INTEGRALLY COLORED ACRYLIC FINISH COAT. COLOR TO MATCH BENJAMIN MOORE 'WHITE DOVE' OC-17
FC	FIBER CEMENT PANEL ETERNIT EQUITONE 'TECTIVA', MEDIUM GREY TE 20, WITH COLORED FASTENERS
W1	COMPOSITE WOOD RAINSCREEN 'RESYSTA' WITH 'JAVA' STAIN C24
W2	COMPOSITE WOOD RAINSCREEN 'RESYSTA' WITH 'COLOR CONCEPT' STAIN C26
W3	WOOD FENCE
G1	CLEAR LOW-E GLAZING SOLARBAN 70 XL
G2	WHITE TRANSLUCENT GLAZING

SHERMAN AVE. ELEVATION 1

SCALE: 3/32"=1'-0"

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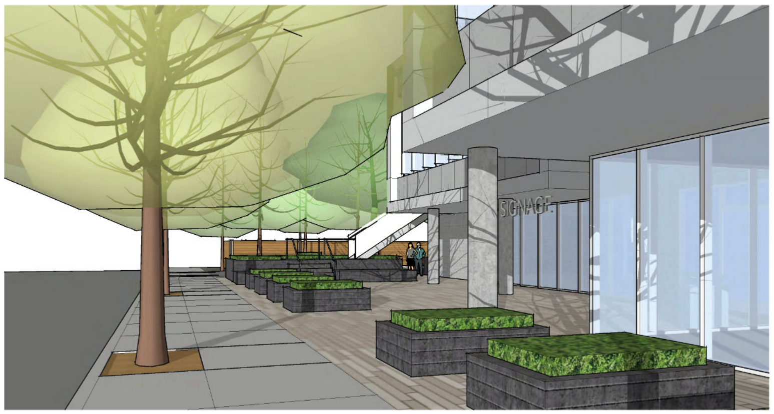
PERSPECTIVE VIEW FROM EL CAMINO REAL LOOKING NORTH 6

PERSPECTIVE VIEW FROM EL CAMINO REAL LOOKING SOUTHEAST 3



VIEW FROM SHERMAN AVENUE SIDEWALK TOWARDS NEW PLAZA. 5

PERSPECTIVE VIEW FROM SHERMAN AVENUE TOWARDS NEW PLAZA 2

NOTE: TO IMPROVE CLARITY, TREES ARE NOT SHOWN IN THIS IMAGE.

AERIAL VIEW FROM TRUE NORTH 4

VIEW FROM GRANT AVENUE TOWARDS REAR FACADE 1

DUDEK

SOURCE: Hayes Group Architects, 2015

FIGURE 6

Perspective Renderings

2515 & 2585 El Camino Real

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

2515&2585 El Camino Real

Draft Transportation Impact Analysis

Prepared for:

ECRPA, LLC

June 26, 2015

Hexagon Office: 4 North Second Street, Suite 400
San Jose, CA 95113
Hexagon Job Number: 13GB73
Phone: 408.971.6100

Table of Contents

Appendices

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Executive Summary

Hexagon Transportation Consultants, Inc. prepared this traffic impact analysis (TIA) for the proposed 2515 & 2585 El Camino Real mixed-used project in Palo Alto, California. The proposed project consists of 10,122 square feet (s.f.) of ground floor retail space, 9,825 s.f. of office space, and 13 condominiums. The project would replace an existing 9,694 s.f. Olive Garden restaurant and attached parking lot. Access to the site would be provided via driveways on Grant Avenue and Sherman Avenue. The existing driveway to El Camino Real would be eliminated.

The potential transportation impacts of the project were evaluated following the standards and methodologies set forth by the City of Palo Alto and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). According to the VTA TIA guidelines, a CMP intersection shall be included in the traffic impact analysis if the proposed development project is expected to add 10 or more peak hour vehicles per lane to any intersection movement. The same criterion was used to identify non-CMP intersections to be included in this study. The study included an analysis of AM and PM peak-hour traffic conditions for two signalized intersections and one unsignalized intersection.

Project Trip Generation

Trip generation estimates were based on rates obtained from the Institute of Transportation Engineers (ITE) published Trip Generation Manual, *Ninth Edition*, 2012. Trips that could be (and have historically been) generated by the existing facilities were deducted from the estimated number of trips generated by the proposed mixed-used buildings. It is estimated that the proposed project would generate 21 net new trips in the AM peak-hour and 7 net new trips in the PM peak-hour.

Intersection Level of Service Analysis

Table ES-1 summarizes the results of the weekday peak hour intersection level of service analysis under the following conditions: existing (Chapter 2), existing plus project (Chapter 3), background (Chapter 4), background plus project (Chapter 5), and cumulative with and without project (Chapter 7) conditions. The result show that, measured against the City of Palo Alto and The VTA administers the County Congestion Management Program standards, all of the study intersections currently operate at acceptable level of service and would continue to do so under background plus project and cumulative plus project conditions. The El Camino Real and Grant Avenue intersection would not meet traffic signal warrants under any conditions.

Other Transportation Issues

The project site is well-served by existing transit, bicycle and pedestrian facilities in the study area. No improvements would be necessary.

Parking

The parking for the proposed project was evaluated based on the City of Palo Alto parking code. Roughly half of the property is within the California Parking Assessment District (PAD), so parking requirements were examined based on the portions of the proposed building inside and outside of the PAD. In most areas of the City, threquirement for Office space is a minimum parking supply of 1 space per 250 square feet; for Retail space is a minimum parking supply of 1 space per 200 square feet, and for residential space is a minimum parking supply of 2 spaces per unit plus guest parking. Within the PAD, the requirement for Office space is a minimum parking supply of 1 space per 310 square feet; for Retail space is a minimum parking supply of 1 space per 240 square feet, and for Residential space is a minimum parking supply of 2 spaces per unit plus guest parking (the same as outside the PAD). A 10% reduction is allowed for mixed-use development. This calculates to a requirement to provide 97 parking spaces.

The City has indicated that in addition to providing an adequate parking supply, the project must provide on-site loading spaces. In order to adequately share the parking supply among the three uses while providing the required loading area, the project would incorporate three major parking restrictions. First, commercial parking would be of limited duration, perhaps 2-4 hours, with a limited number of permits to allow employees to park all day. Second, the loading zone would be used as general parking during the day, providing 3 additional parking spaces while parking demand is at its highest. We assume the loading zone would be used for loading between 7 AM-10 AM. Third, residents would receive only 1 reserved space per unit, with a second unreserved space available with a permit.

An additional shared parking analysis determined that the maximum parking demand would be 95, a reduction of 14 spaces from the 108 spaces required without considering the 10% shared parking reduction. Based on the June 25, 2015 site plan, the proposed underground parking garage and the surface parking space would provide a total of 104 parking spaces, which is more than adequate and would comply with the minimum parking standards specified by the City of Palo Alto.

For retail uses the City's municipal code requires bike parking spaces equal to 10% of auto parking, with 20% of the bike spaces for long-term parking (lockers or a locked room) and 80% of the bike spaces for short-term parking (a bike rack). For office uses the City's municipal code requires bike parking spaces also equal to 10% of auto parking but with 60% long term and 40% short-term. For condominiums the City's municipal code requires one long-term bike parking space per unit plus one short-term bike parking space per 10 units. This yields a requirement of 17 total long-term bike parking spaces and 7 short-term spaces. The proposed site plan complies with this requirement.

Table ES 1
Intersection Level of Service Summary

Study Number	Intersection	Peak Hour	Count Date	Existing Warrant Met?[3]	Existing Avg. Delay	Existing LOS	Existing Plus Project Warrant Met?[3]	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Background Warrant Met?[3]	Background Avg. Delay	Background LOS	Background Plus Project Warrant Met?[3]	Background Plus Project Avg. Delay	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C	Cumulative Warrant Met?[3]	Cumulative Avg. Delay	Cumulative LOS	Cumulative Plus Project Warrant Met?[3]	Cumulative Plus Project Avg. Delay	Cumulative Plus Project LOS	Cumulative Plus Project Incr. In Crit. Delay	Cumulative Plus Project Incr. In Crit. V/C
1	El Camino real and California Avenue	AM	01/23/13	--	21.4	C	--	19.5	B	--	21.4	C	--	21.4	C	0.0	0.000	--	21.1	C	--	21.1	C	0.0	0.000
		PM	01/23/13	--	27.5	C	--	26.6	C	--	27.5	C	--	27.7	C	0.3	0.004	--	27.1	C	--	27.3	C	0.3	0.004
2	El Camino real and Grant Avenue (Unsignalized) [1]	AM	02/26/13	No	17.7	C	No	17.8	C	No	18.2	C	No	18.4	C	--	--	No	18.5	C	No	18.7	C	--	--
		PM	02/26/13	No	18.9	C	No	19.0	C	No	19.3	C	No	19.3	C	--	--	No	19.5	C	No	19.6	C	--	--
3	El Camino real and Page Mill Road/Oregon Expressway [2]	AM	04/30/13	--	61.9	E	--	58.8	E	--	61.9	E	--	62.4	E	0.8	0.003	--	61.6	E	--	62.2	E	0.8	0.003
		PM	04/30/13	--	49.9	D	--	48.9	D	--	49.9	D	--	49.8	D	0.0	0.000	--	55.0	E	--	55.0	E	0.1	0.001

Bold indicates LOS worse than the standard.
(1) The reported delay and corresponding level of service for one-way stop-controlled intersection are based on the stop-controlled approach with the highest delay.
(2) Denotes CMP intersection.
(3) Signal warrant analysis is not applicable to signalized intersections.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed 2515 & 2585 El Camino Real mixed-used project in Palo Alto, California. The proposed project consists of 10,122 square feet (s.f.) of ground floor retail space, 9,825 s.f. of office space, and 13 condominiums. The project would replace an existing 9,694 s.f. Olive Garden restaurant and attached parking lot. Access to the site would be provided via driveways on Grant Avenue and Sherman Avenue. The existing driveway on El Camino Real would be eliminated.

The project site location and the surrounding study area are shown on Figure 1.

Scope of Study

The potential transportation impacts of the proposed development were evaluated following the standards and methodologies set forth by the City of Palo Alto and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). According to the VTA TIA guidelines, a CMP intersection shall be included in the traffic impact analysis if the proposed development project is expected to add 10 or more peak hour vehicles per lane to any intersection movement. The same criterion was used to identify non-CMP intersections to be included in this study. The study included an analysis of AM and PM peak-hour traffic conditions for two signalized intersections and one unsignalized intersection.

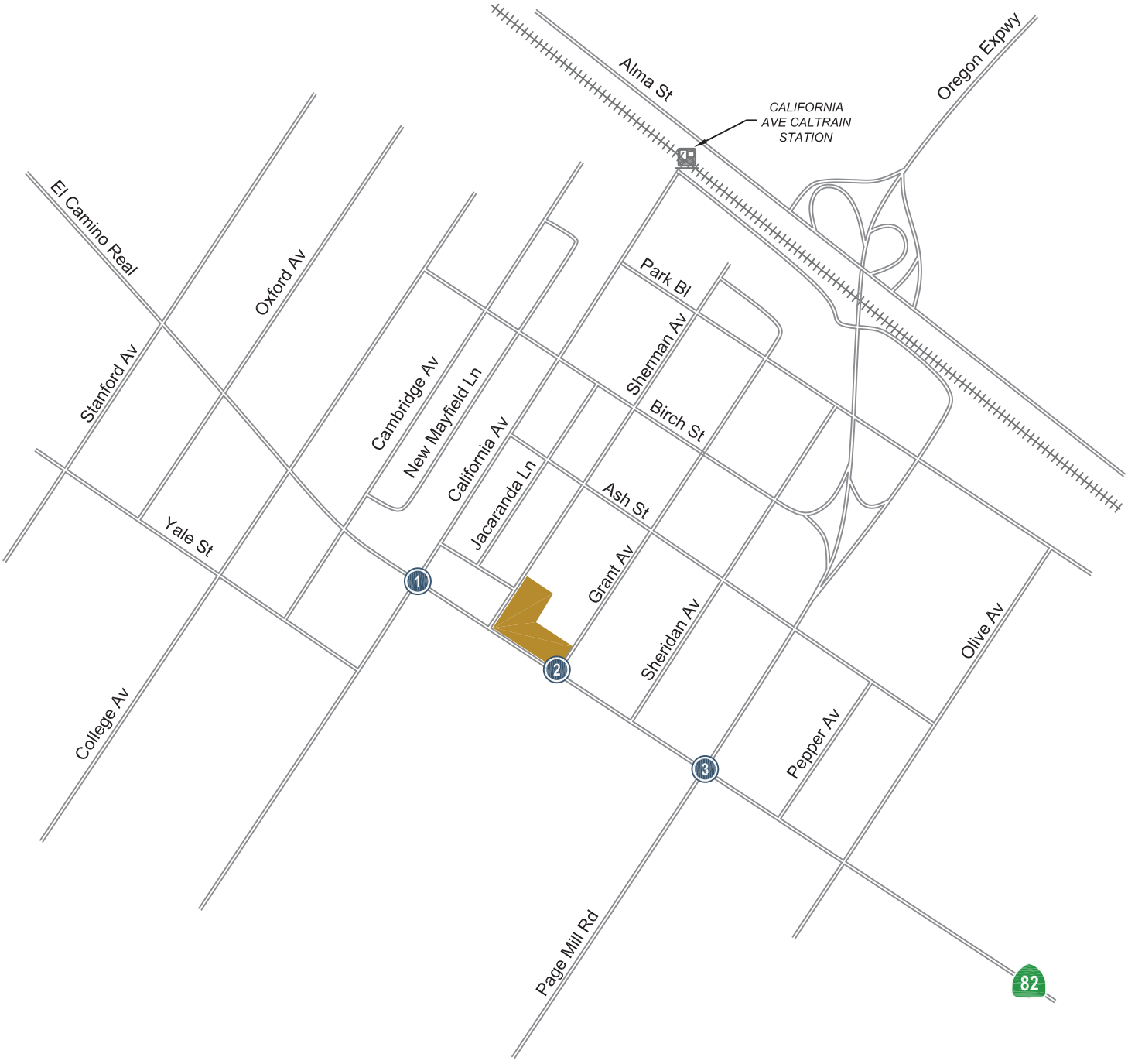
1. El Camino Real and California Avenue
2. El Camino Real and Grant Avenue (unsignalized)
3. El Camino Real and Page Mill Road/Oregon Expressway (CMP)

Traffic conditions at the intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes were obtained from VTA and year 2013 manual turning movement counts.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing Plus Project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.



LEGEND

= Project Site Location

= Study Intersection

Figure 1
Site Location and Study Intersections

Scenario 3: *Background Conditions*. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet constructed and occupied developments. The approved but not yet completed development list was obtained from the City of Palo Alto. Background conditions include occupancy of the existing buildings as the Olive Garden restaurant.

Scenario 4: *Background Plus Project Conditions.* Background plus project traffic volumes were estimated by adding to background traffic volumes the net additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 5: *Cumulative (Year 2025) No Project Conditions.* Cumulative conditions represent traffic conditions that would occur in the future year 2025. The cumulative no project condition traffic volumes were obtained from the County Expressway Study provided by Santa Clara County.

Scenario 6: *Cumulative (Year 2025) Plus Project Conditions.* Cumulative traffic volumes with the project were estimated by adding to cumulative no project traffic volumes the net additional traffic generated by the project. Cumulative with project conditions were evaluated relative to cumulative no project conditions in order to identify whether the project's contribution to potential cumulative impacts would be significant.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from the City of Palo Alto, VTA, Santa Clara County, and field observations. The following data were obtained from these sources:

- existing traffic volumes
- intersection lane configurations
- signal timing and phasing
- approved project trips
- cumulative no project volumes

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using levels of service. *Level of Service, or "LOS",* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

City of Palo Alto Signalized Intersections

All study intersections are located in the City of Palo Alto and are therefore subject to the City of Palo Alto level of service standards. The City of Palo Alto evaluates level of service at signalized intersections based on the 2000 Highway Capacity Manual (HCM) level of service methodology using TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX also is the CMP-designated intersection level of service methodology, the City employs the CMP default values for the analysis parameters. The City of Palo Alto level of service standard for signalized non-CMP intersections is LOS D or better. For CMP intersections, the City's level of service standard is LOS E or better. Table 1 shows the level of service definitions for signalized intersections.

CMP Intersections

The designated level of service methodology for the CMP also is the 2000 HCM operations method for signalized intersections, using TRAFFIX. The CMP level of service standard for signalized intersections is LOS E or better.

Unsignalized Intersections

The methodology used to determine the level of service for unsignalized intersections is also TRAFFIX and the *2000 HCM* methodology for unsignalized intersection analysis. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the *2000 HCM* methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and corresponding level of service is the average for all approaches at the intersection. The City uses a minimum acceptable level of service standard of LOS D for unsignalized intersections, in accordance with its adopted threshold of significance in its Guidelines for Preparation of Transportation Impact Reports. The correlation between average delay and level of service for unsignalized intersections is shown in Table 2.

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2010. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Intersection Operations

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the project would add a significant number of left turns. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x = n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = Avg. # of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, 2000 Highway Capacity Manual. (Washington, D.C., 2000)

Table 2
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delays occurring with favorable progression.	Up to 10.0
B	Operations with low delays occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operation with longer delays due to a combination of unfavorable progression of high V/C ratios.	25.1 to 35.0
E	Operation with high delay values indicating poor progression and high V/C ratios. This is considered to be the limited of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual.* (Washington, D.C., 2000)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections.

The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the “design queue length.”

Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes existing conditions, including the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under existing plus project conditions and describes the method used to estimate project traffic. Chapter 4 presents the intersection levels of service under background conditions. Chapter 5 presents the intersection levels of service under background plus project conditions. Chapter 6 presents the analysis of other transportation related issues, including site access and circulation. Chapter 7 presents the intersection operations under cumulative without and with project conditions. Chapter 8 presents the conclusions of the traffic study.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101, I-280 and SR 82 (El Camino Real). These facilities are described below.

US 101 is a primarily north-south freeway extending north through San Francisco and south through San Jose and Gilroy. In the vicinity of the project area, US101 provides four travel lanes (with one HOV lane) in each direction. Access to the site from US 101 is provided via Oregon Expressway to Page Mill Road.

Interstate 280 (I-280) is a north-south freeway extending from the US 101 interchange in the City of San Jose in the south to San Francisco in the north. The freeway includes four to five mixed-flow lanes per direction with HOV lanes north of the I-280/Interstate-880/State Route (SR) 17 interchange and south of the Magdalena Avenue interchange. Access to the site from I-280 is provided via its interchange with Page Mill Road.

SR 82 (El Camino Real) is a six-lane, north-south arterial street that extends south towards Mountain View and Santa Clara and north towards Redwood City, Millbrae, and San Bruno. El Camino Real provides access to local and regional commercial areas. Access to the site is provided via its intersections at Grant Avenue and Sherman Avenue.

Local access to the site is provided by Oregon Expressway, Page Mill Road, California Avenue, Grant Avenue and Sherman Avenue. These roadways are described below.

Page Mill Road is a four-lane, east-west divided arterial road that extends west to Los Altos Hills and connects with Oregon Expressway at Alma Street. Page Mill Road provides access to local commercial and industrial areas as well as access to I-280.

Oregon Expressway is a four-lane, east-west expressway that extends between Alma Street and US 101. Oregon Expressway becomes Page Mill Road west of El Camino Real. Page Mill Road/Oregon Expressway is part of the County expressway system and provides access to local residential areas as well as access to US 101 from the project site.

California Avenue is a two-lane east-west roadway in the vicinity of the project. It extends from Amherst Street eastward to Park Boulevard.

Grant Avenue is a two-lane local road. It extends from El Camino Real eastward to Park Boulevard. Access to the site is provided via a driveway on Grant Avenue. The intersection of Grant Avenue with El Camino Real is an unsignalized “T” intersection and allows all movements.

Sherman Avenue is a two-lane local road. It extends from El Camino Real eastward to Park Boulevard. Access to the site is provided via a driveway on Sherman Avenue. There is a raised median on El Camino Real at Sherman Avenue, so only right turns in and out are allowed.

Existing Bicycle and Pedestrian Facilities

According to the Santa Clara Valley Transportation Agency (VTA) Bikeways Map, there are numerous bike lanes in the vicinity of the project site (see Figure 2). The following roadways contain bike lanes:

- Page Mill Road, between Junipero Serra Boulevard and El Camino Real
- California Avenue, between Hanover Street and Park Boulevard
- Park Boulevard, between California Avenue and Lambert Avenue

Pedestrian facilities in the project area consist of sidewalks and crosswalks. Sidewalks are found along all previously described local roadways in the study area as well as along Page Mill Road on both sides. Crosswalks are located across all of the legs of the signalized intersections in the vicinity of the project site.

Existing Transit Service

Existing transit service to the study area is provided by the VTA, AC Transit, Stanford Marguerite Shuttle, and Caltrain. The transit service is described below and shown on Figure 3. There is a bus stop approximately 500 feet from the project site along northbound El Camino Real. There is another bus stop for southbound buses across from site, accessible via the crosswalk at California Avenue.

VTA Bus Service

Route 22 is a local bus route that provides service between the Palo Alto Transit Center and Eastridge Transit Center via El Camino Real near the project site with 12-minute headways. The bus stop is located on El Camino Real, approximately 500 feet from the project

Route 89 provides service between the California Avenue Caltrain Station and Palo Alto Veterans Hospital. Within the study area, Route 89 operates along California Avenue and Hanover Street with 30-minute headways during commute hours. The bus stops closest to the project site are on California Avenue.

Route 104 provides service between the Penitenicia Creek Transit Center and Deer Creek in Palo Alto, with 40-minute headways during commute hours. Within the study area, Route 104 operates along Page Mill Road with 40-minute headways during commute hours. The bus stops closest to the project site are located on Page Mill Road just in front of the project site.

Route 182 provides service between Palo Alto and IBM/ Bailey Ave via California Avenue and Page Mill Road in the vicinity of the project site, with one peak hour trip service. The bus stops closest to the project site are at the intersection of El Camino Real and Page Mill Road.

Route Rapid 522 is an express bus route that provides service between the Palo Alto Transit Center and Eastridge Transit Center via El Camino Real near the project site with 15- to 30-minute headways. The bus stop is located on El Camino Real, approximately 500 feet from the project site.

AC Transit Service

One AC Transit bus line Dumbarton Express (DB1) serves the project site. The DB1 line provides service between Union City Bart Station and Stanford Oval, with 20-minute headways during commute hours. The DB1 line has bus stops located on El Camino Real and Page Mill Road.

Stanford Marguerite Shuttle Service

There are four Stanford Marguerite Shuttle lines serving the project area: Line R, RP, SE, and Line V. *Line R* provides service between the California Avenue and Hill View Avenue, with 20-minute headways during commute hours. Within the study area, Line R operates along El Camino Real, California Avenue, Page Mill

Road and Hill View Avenue with bus stops located on El Camino Real and Page Mill Road, and Yale Street and California Avenue.

Line RP provides service between the downtown Palo Alto Transit Center and Deer Creek Road, with 20-minute headways during commute hours. Within the study area, Line RP operates along El Camino Real and Page Mill Road with bus stops located on Page Mill Road just in front of the project site. Line RP provides service from the project site to the Caltrain Station in downtown Palo Alto.

Line SE provides service between the downtown Palo Alto Transit Center and San Antonio Shopping Center, with 2-hour headways during commute hours. Within the study area, Line SE operates along El Camino Real with bus stops located on El Camino Real and Page Mill Road. Line SE provides service from the project site to the Caltrain Station in downtown Palo Alto and San Antonio Shopping Center.

Line V provides services between Stanford Medical Center and VA Hospital, with 30-minute headways during commute hours. Line V operates along California Avenue and Hanover Street in the study area with bus stops located at Hanover Street/Page Mill Road and Hanover Street/California Avenue.

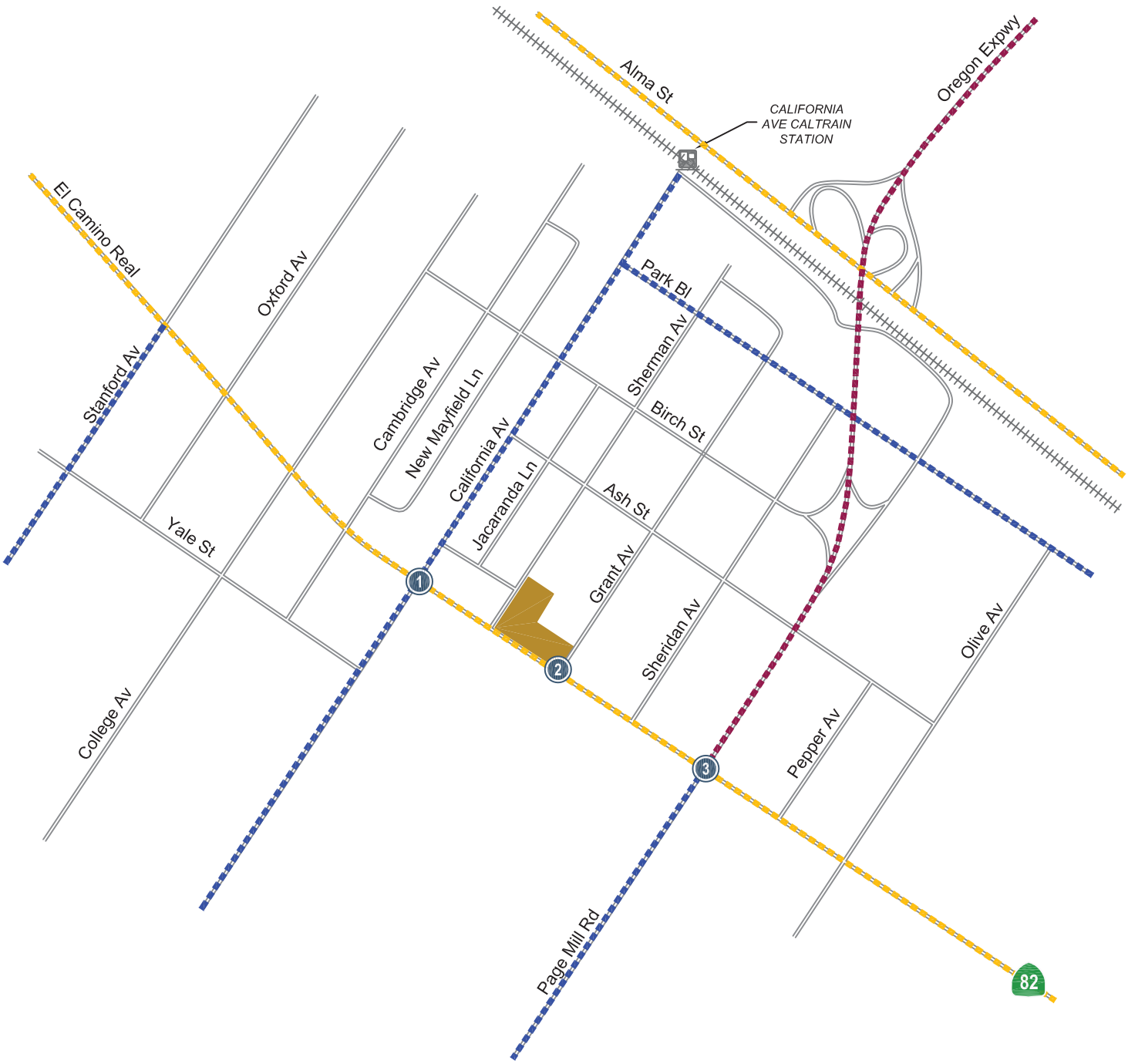
Commuter Rail

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The closest Caltrain station to the project site is the California Avenue station, located less than a half mile east of the project site. The California Avenue Caltrain station provides Park-and-Ride lots, bike lockers, and 7-day service. The California Avenue Caltrain station is served by bus route 89 and line V on California Avenue near the project site.

Another nearby Caltrain Station – the Downtown Palo Alto Station – is served by Baby Bullet trains. The AC Transit line DB1 and the Stanford Marguerite Shuttle line RP provide service between the downtown Caltrain Station and the project site.

Existing Traffic Volumes & Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 4. Existing peak-hour traffic volumes were obtained from the CMP TRAFFIX count database and recent (2013) peak-hour counts. The existing peak-hour intersection volumes are shown on Figure 5.



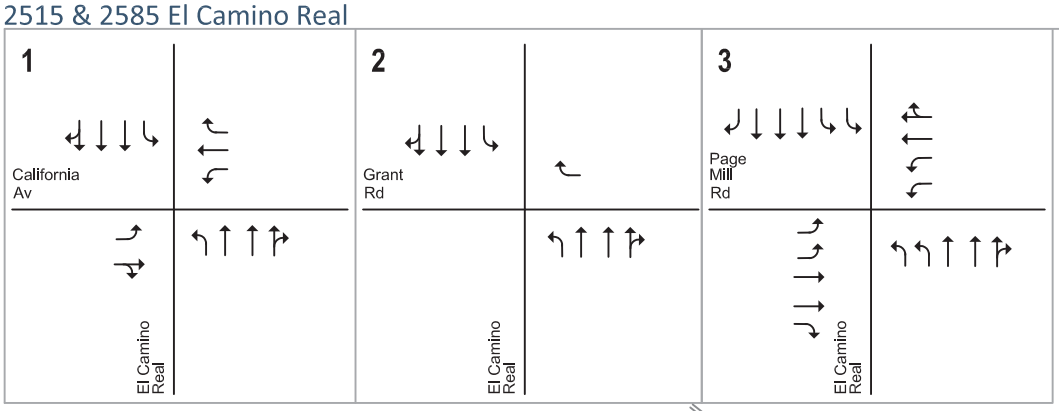
LEGEND

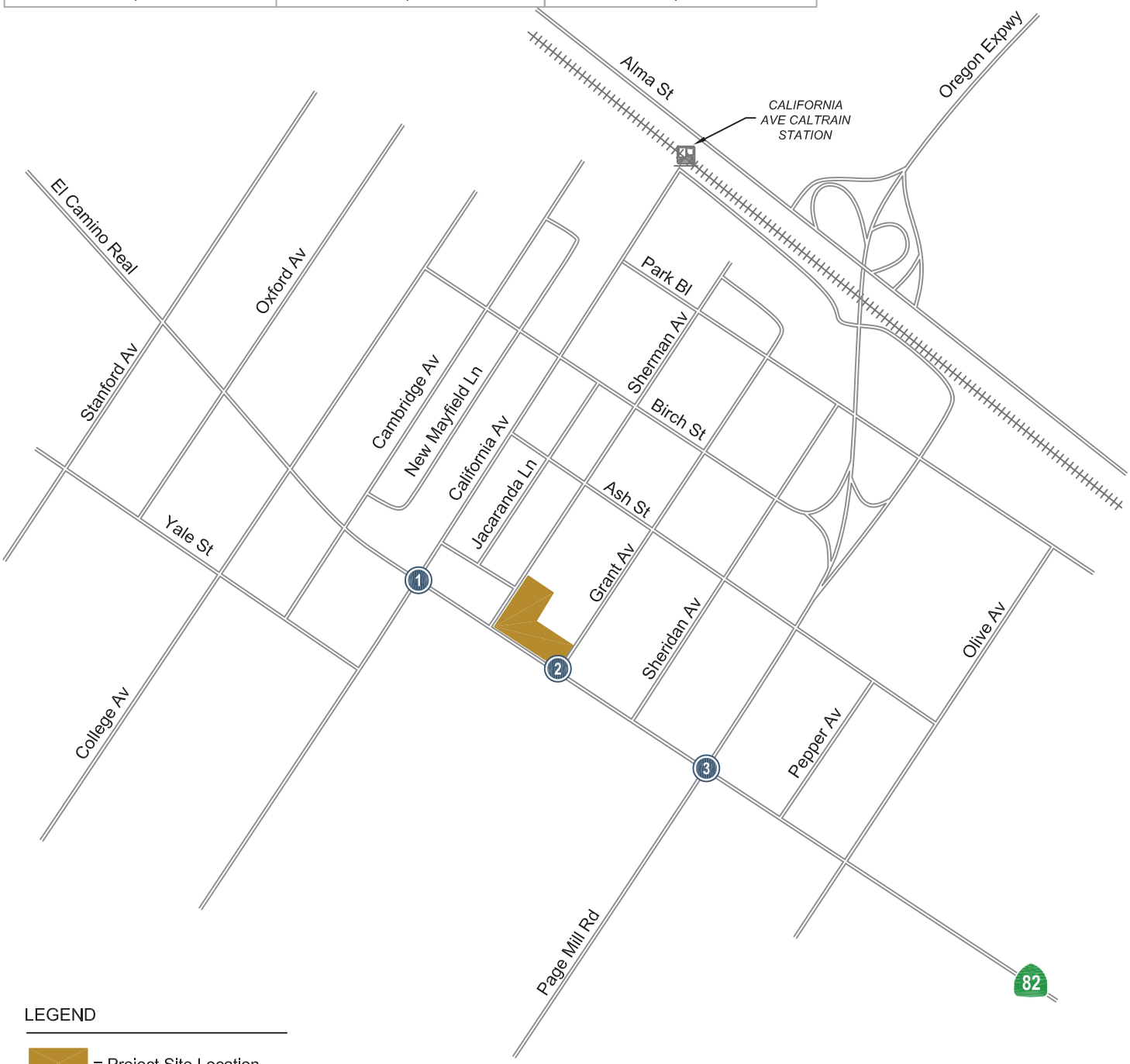
- = Project Site Location
- = Study Intersection
- = Expressways (Bicycles Permitted)
- = Bike Lanes on Street (Class II Bikeway)
- = Extreme Caution

Figure 2
Existing Bicycle Facilities

Figure 3
Existing Transit Service

NORTH
Not to Scale



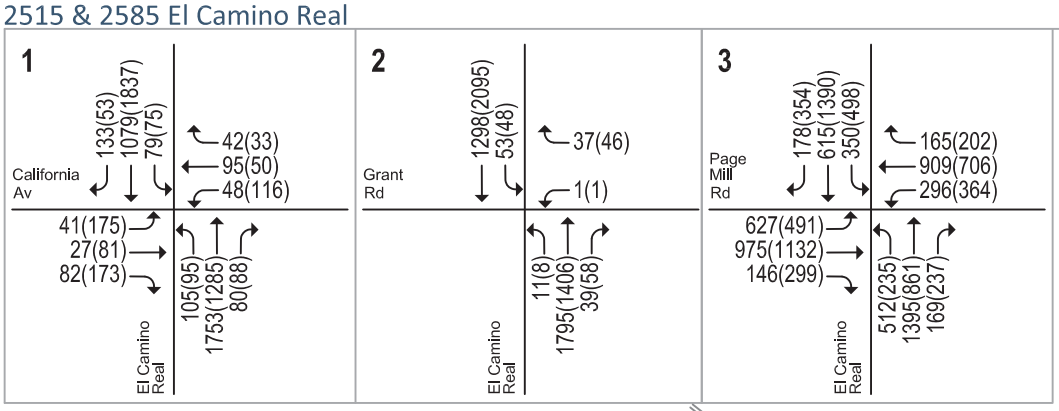


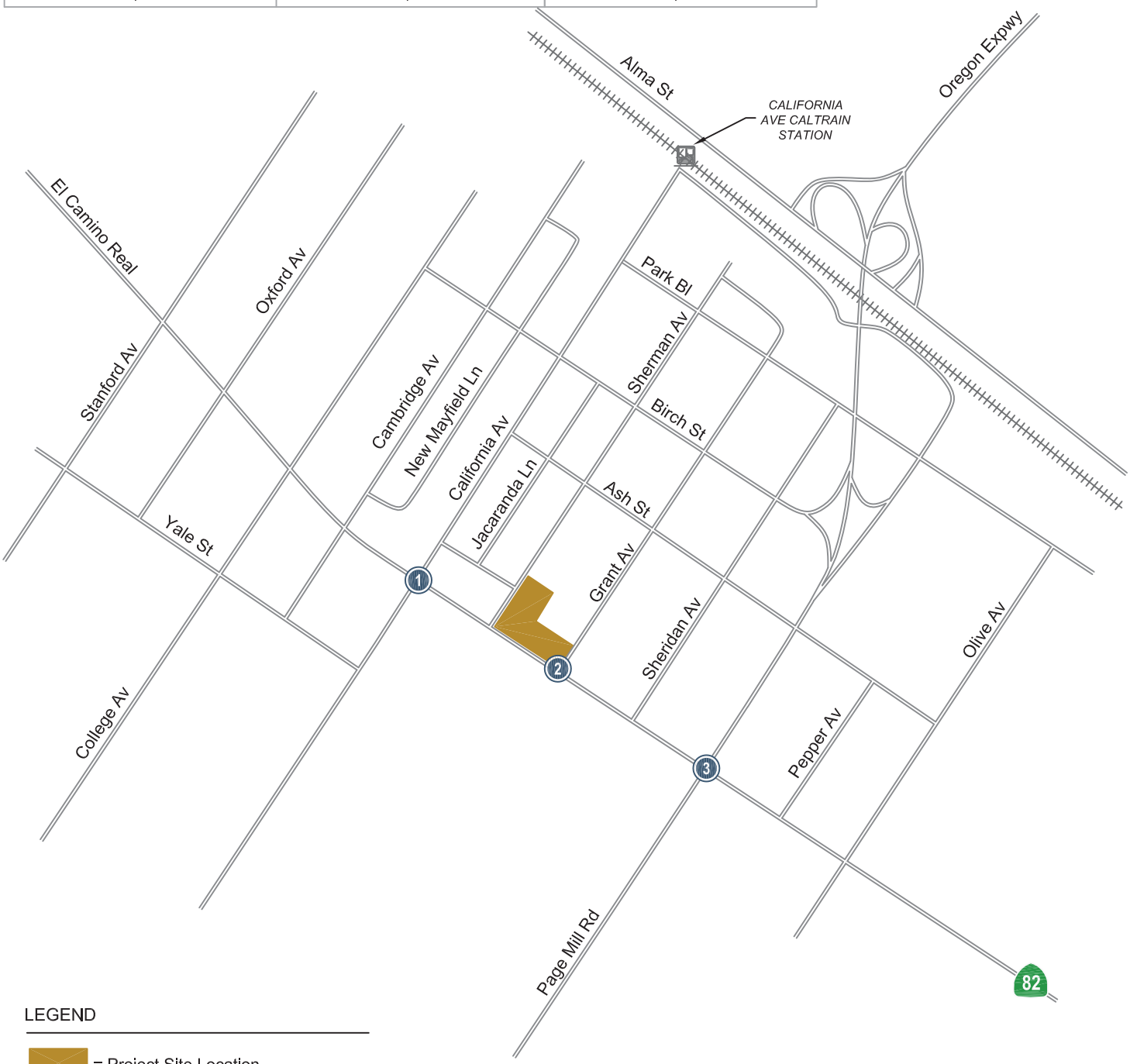
LEGEND

= Project Site Location

= Study Intersection

Figure 4
Existing Lane Configurations





LEGEND

= Project Site Location

= Study Intersection

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

Figure 5
Existing Traffic Volumes

Existing Intersection Levels of Service

The results of the existing intersection level of service analysis are summarized in Table 3.

Intersection Analysis

The results of the analysis show that all of the study intersections currently operate at acceptable levels of service. The El Camino Real and Grant Avenue intersection does not meet traffic signal warrants under existing conditions. The level of service calculation sheets are included in Appendix B. The traffic signal warrant calculation sheets are included in Appendix C.

Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Warrant Met?(3)	Avg. Delay	LOS
1	El Camino real and California Avenue	AM	01/23/13	--	21.5	C
		PM	01/23/13	--	27.6	C
2	El Camino real and Grant Avenue (Unsignalized) (1)	AM	02/26/13	No	17.7	C
		PM	02/26/13	No	18.9	C
3	El Camino real and Page Mill Road/Oregon Expressway (2)	AM	04/30/13	--	65.7	E
		PM	04/30/13	--	53.0	D

Bold indicates LOS worse than the standard.
(1) The reported delay and corresponding level of service for one-way stop-controlled intersection are based on the stop-controlled approach with the highest delay.
(2) Denotes CMP intersection.
(3) Signal warrant analysis is not applicable to signalized intersections.

3. Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review process.

The proposed project consists of constructing a total of 10,122 square feet (s.f.) of ground floor retail space, 9,825 s.f. of office space, and 13 condominiums. The project would replace an existing 9,694 s.f. Olive Garden restaurant and attached parking lot. Access to the project site is provided via Grant Avenue and Sherman Avenue.

Transportation Network Under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate trip making to building size for various land use types. For many types of land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The standard trip generation rates are published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation*, 9th Edition.

The proposed project would construct 10,122 square feet (s.f.) of ground floor retail space, 9,825 s.f. of office space, and 13 condominiums. According to ITE trip generation rates (Residential Condominium/Townhouse: ITE category 230, Shopping Center: ITE category 820, and General Office: ITE category 710), the project would generate 31 trips during the AM peak hour and 60 trips during the PM peak hour (see Table 4).

Trips that could be (and have historically been) generated by the existing buildings were deducted from the estimated number of trips generated by the proposed mixed-use building. The existing building is occupied by an Olive Garden restaurant. Driveway counts were conducted at the Olive Garden restaurant to determine the

existing trip generation. The driveway counts are shown in Appendix A. The proposed project would generate 21 net trips in the AM peak-hour and 7 net trips in the PM peak-hour. The trip generation estimates are presented in Table 4.

Table 4
Project Trip Generation Estimates

				AM Peak Hour				PM Peak Hour			
Land Use	Size[1]	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Proposed Uses:											
Condominium[2]	13	5.81	76	0.44	1	5	6	0.52	4	3	7
Shopping Center[3]	10.122	42.70	432	0.96	6	4	10	3.71	18	20	38
General Office Building[4]	9.825	11.03	108	1.56	13	2	15	1.49	2	13	15
Total Primary Trips			616		20	11	31		24	36	60
Existing Uses:											
Restaurant[5]	9.694	n/a	n/a	n/a	8	2	10	n/a	40	13	53
Total Existing Trips					8	2	10		40	13	53
Net Project Trips					**12**	**9**	**21**		**-16**	**23**	**7**

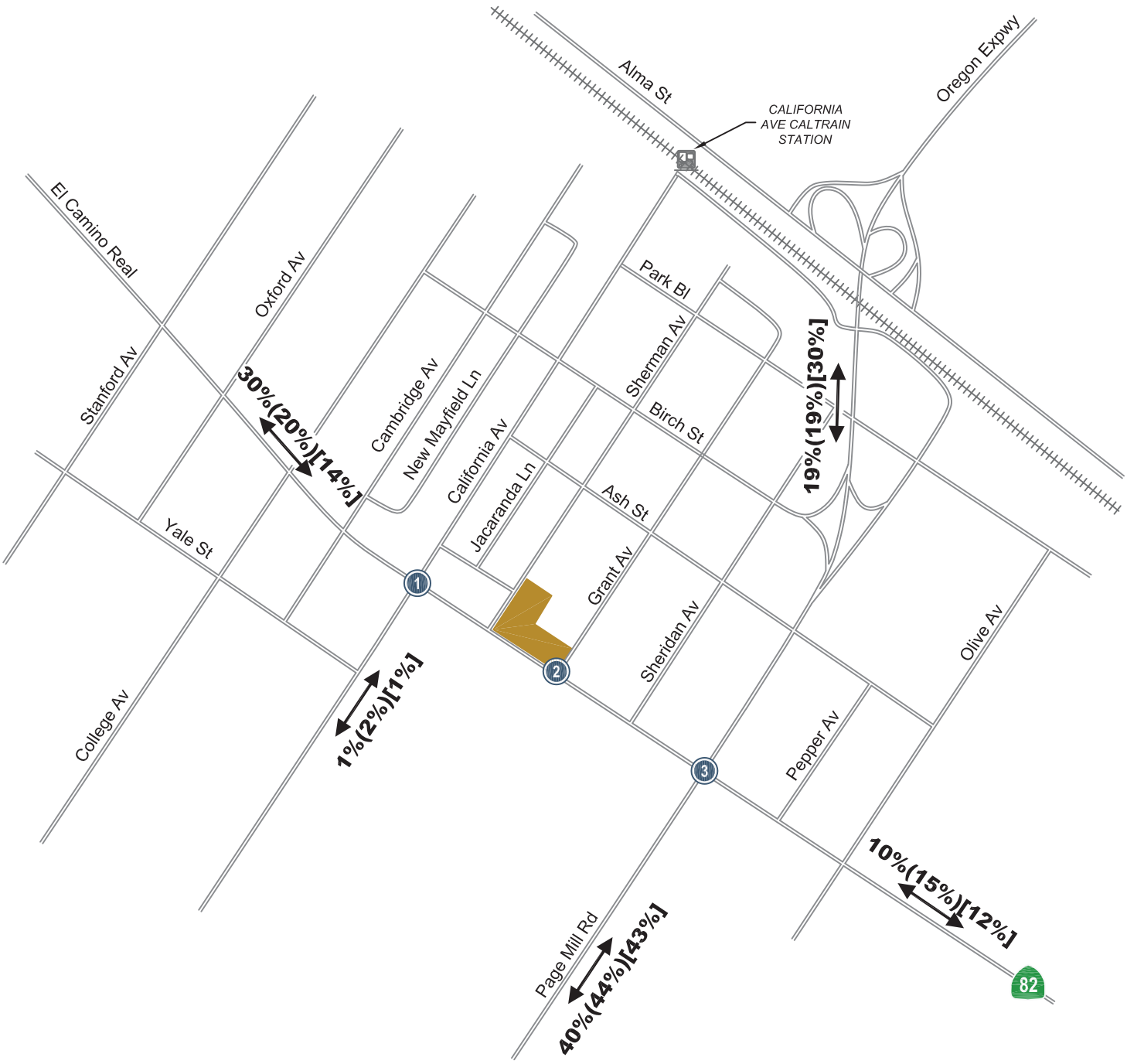
[1] Condominium size expressed in number of dwelling units. Shopping center, office and restaurant size expressed in 1,000 s.f.
[2] Source: Residential Condominium/Townhouse (230) ITE Trip Generation, Ninth Edition, 2012, average rates.
[3] Source: Shopping Center (820) ITE Trip Generation, Ninth Edition, 2012, average rates.
[4] Source: General Office Building (710) ITE Trip Generation, Ninth Edition, 2012, average rates.
[5] Source: Existing site trip generation based on driveway counts conducted by Hexagon on January 21, 2015.

Trip Distribution Pattern and Trip Assignment

The trip distribution pattern was developed based on existing traffic patterns and the location of complementary land uses (see Figure 6). The peak-hour trips generated by the proposed project were then assigned to the roadway system in accordance with the trip distribution pattern (see Figure 7). Trips that could be (and have historically been) generated by the existing restaurant were also assigned by the same trip distribution pattern and the net project trip assignment results are shown in Figure 8.

Existing Plus Project Traffic Volumes

The proposed project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 9). Traffic volumes for all components of traffic are tabulated in Appendix B.



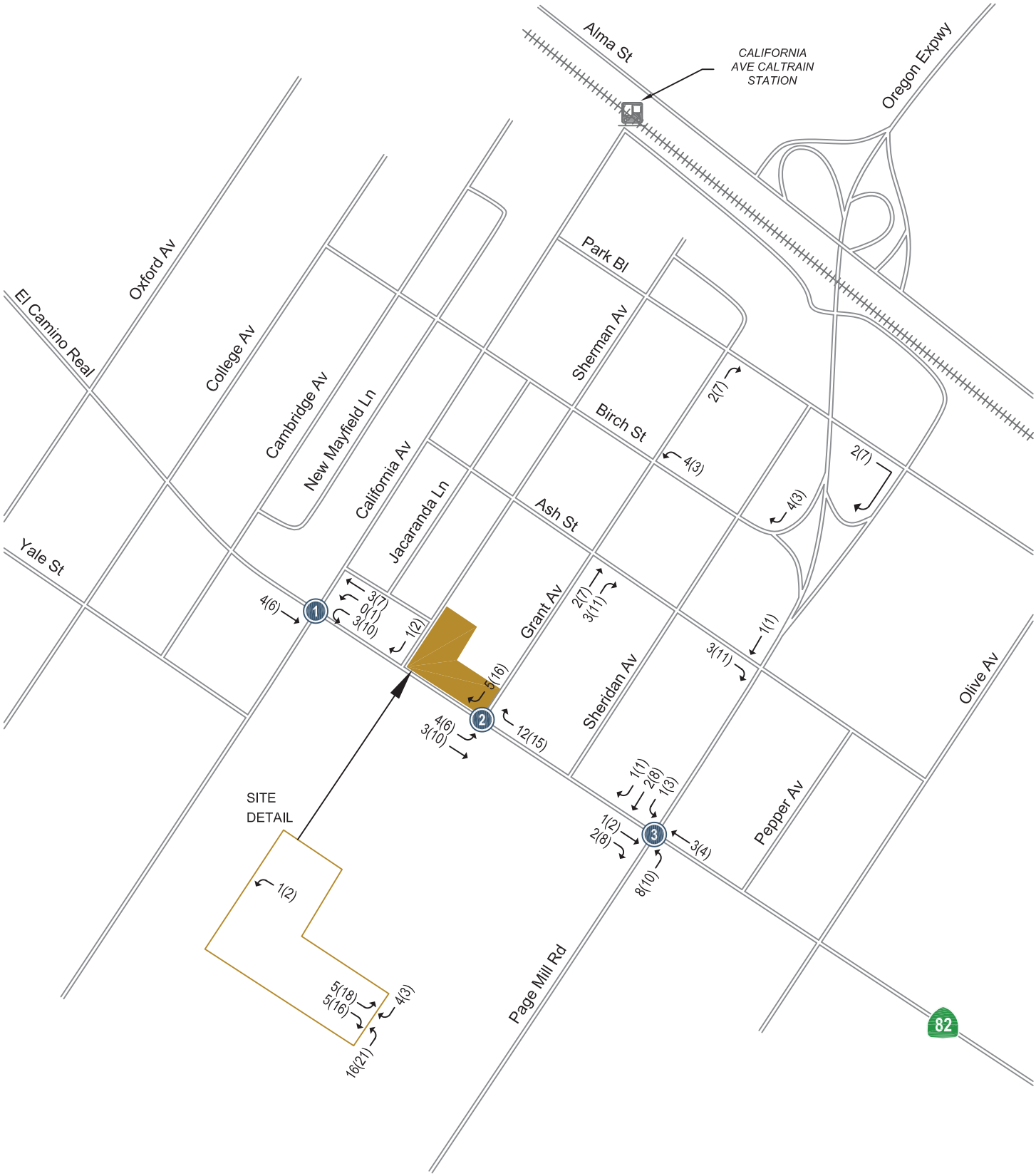
LEGEND

= Project Site Location

= Study Intersection

XX%(XX%)[XX%] = Condominium (Retail) [Office]

Figure 6
Project Trip Distribution Pattern



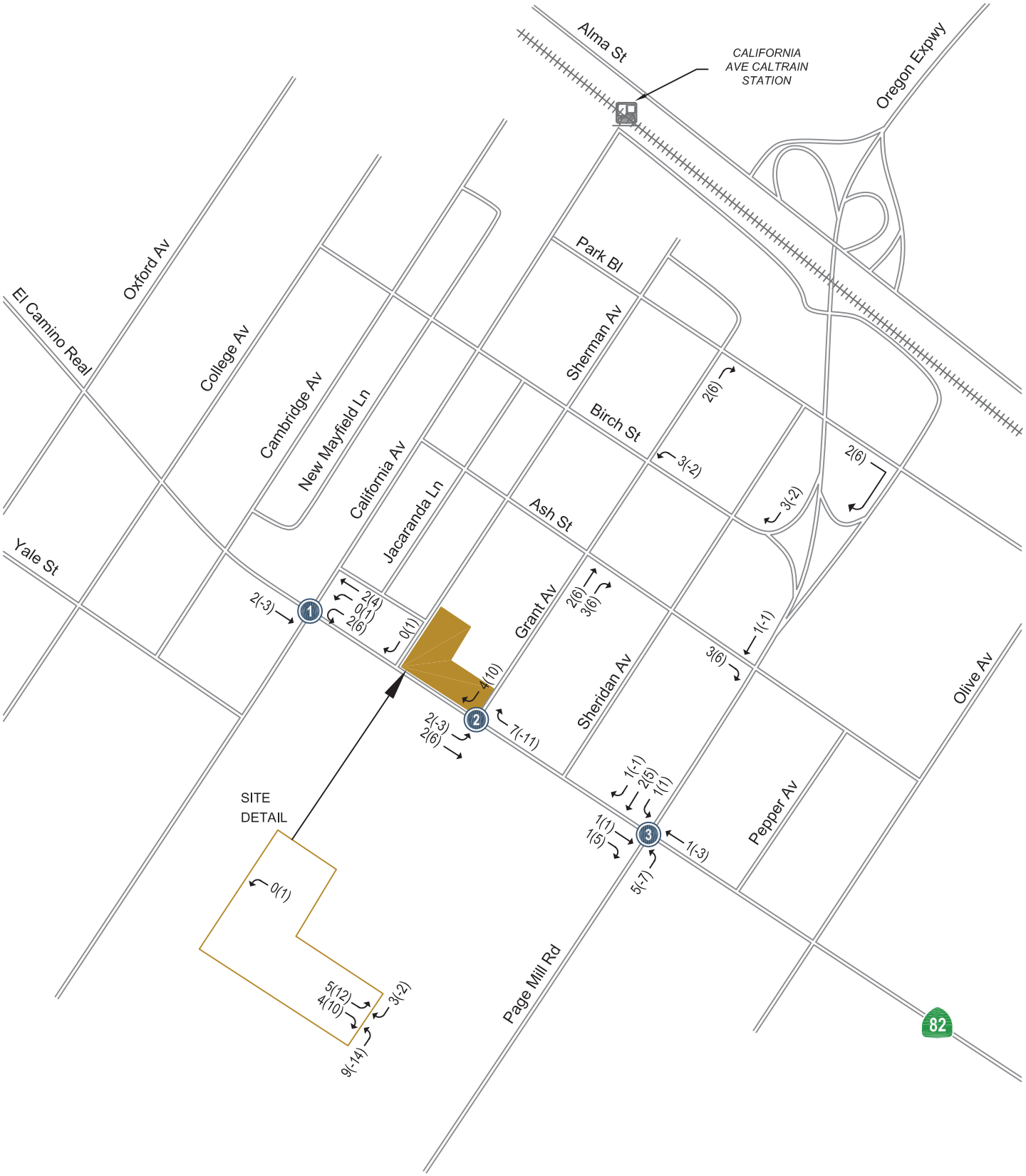
LEGEND

= Project Site Location

= Study Intersection

XX(XX) = AM(PM) Peak-Hour Trips

Figure 7
Proposed Project Trip Assignment



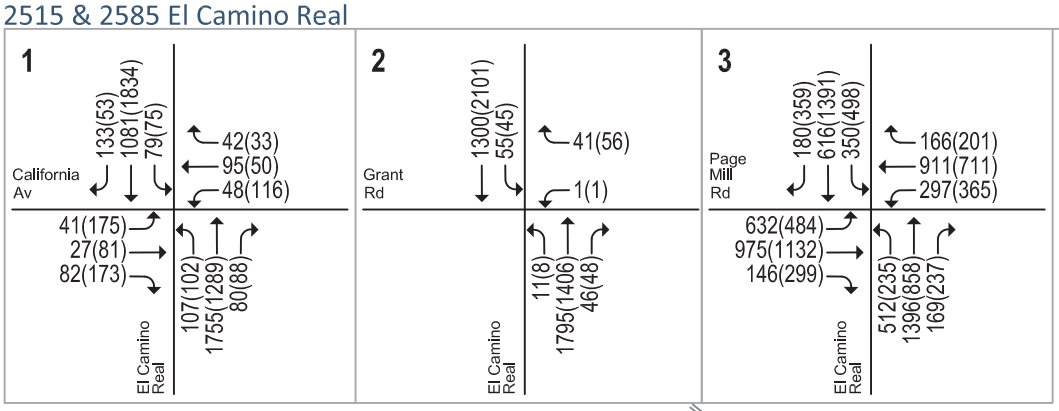
LEGEND

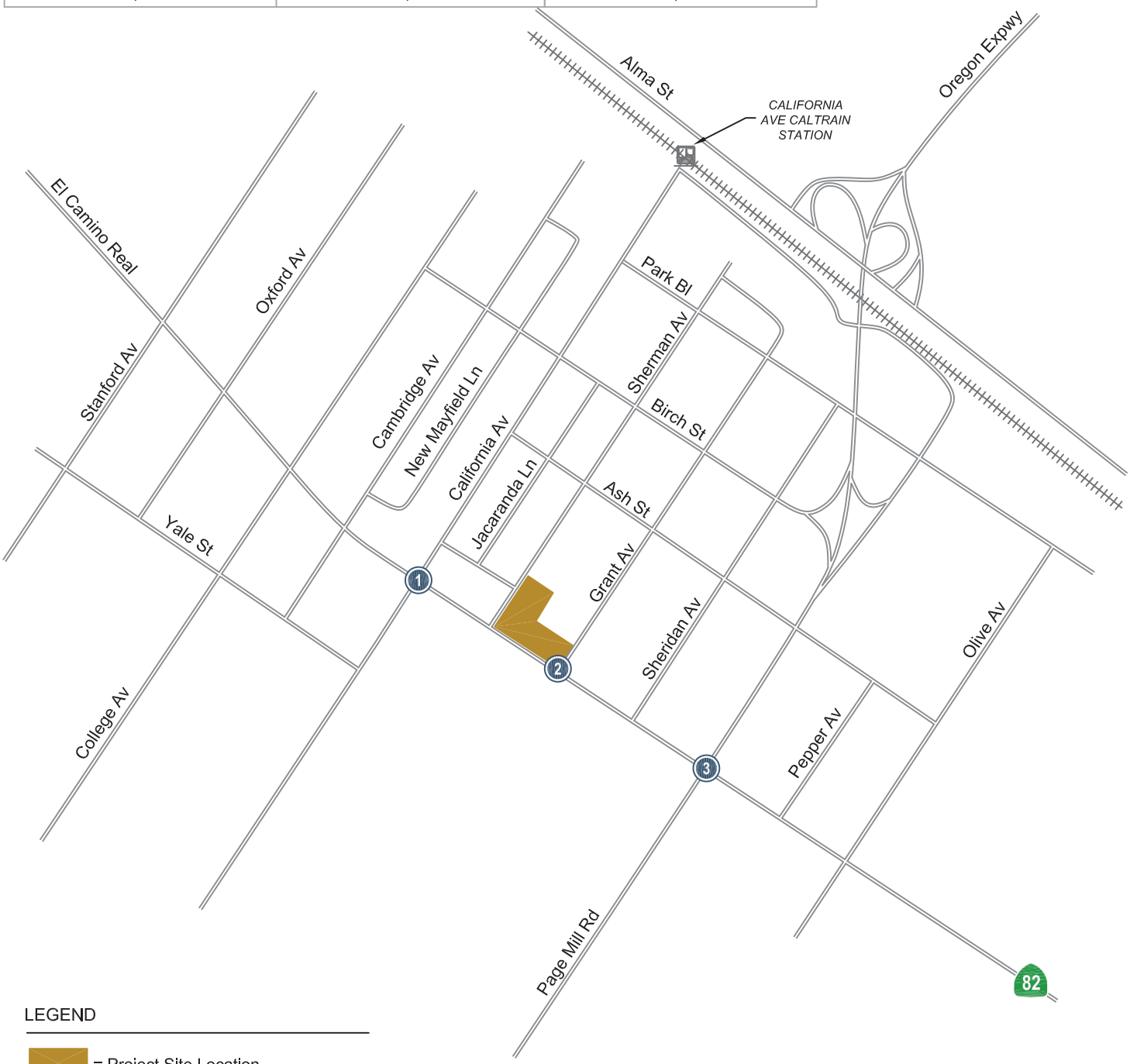
= Project Site Location

= Study Intersection

XX(XX) = AM(PM) Peak-Hour Trips

Figure 8
Net Project Trip Assignment





LEGEND

= Project Site Location

X = Study Intersection

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

Figure 9
Existing Plus Project Traffic Volumes

Existing Plus Project Intersection Levels of Service

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 5.

Intersection Analysis

The results of the analysis show that all of the study intersections would operate at acceptable level of service. The El Camino Real and Grant Avenue intersection would not meet traffic signal warrants under existing plus project conditions. The level of service calculation sheets are included in Appendix C. The traffic signal warrant calculation sheets are included in Appendix D.

Table 5
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing			Existing Plus Project		
			Warrant Met?[3]	Avg. Delay	LOS	Warrant Met?[3]	Avg. Delay	LOS
1	El Camino real and California Avenue	AM	--	21.5	C	--	19.5	B
		PM	--	27.6	C	--	26.6	C
2	El Camino real and Grant Avenue (Unsignalized) [1]	AM	No	17.7	C	No	17.8	C
		PM	No	18.9	C	No	19.0	C
3	El Camino real and Page Mill Road/Oregon Expressway [2]	AM	--	65.7	E	--	58.8	E
		PM	--	53.0	D	--	48.9	D

Bold indicates LOS worse than the standard.
(1) The reported delay and corresponding level of service for one-way stop-controlled intersection are based on the stop-controlled approach with the highest delay.
(2) Denotes CMP intersection.
(3) Signal warrant analysis is not applicable to signalized intersections.

4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. Background conditions include occupancy of the existing restaurant building. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved development gets built and occupied.

Background Transportation Network

It was assumed in this analysis that the transportation network under background conditions would be the same as the existing network.

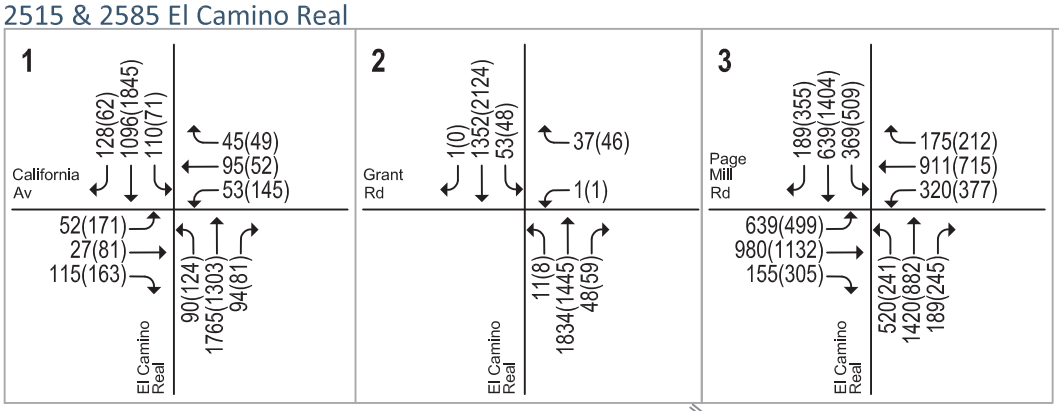
Background Traffic Volumes

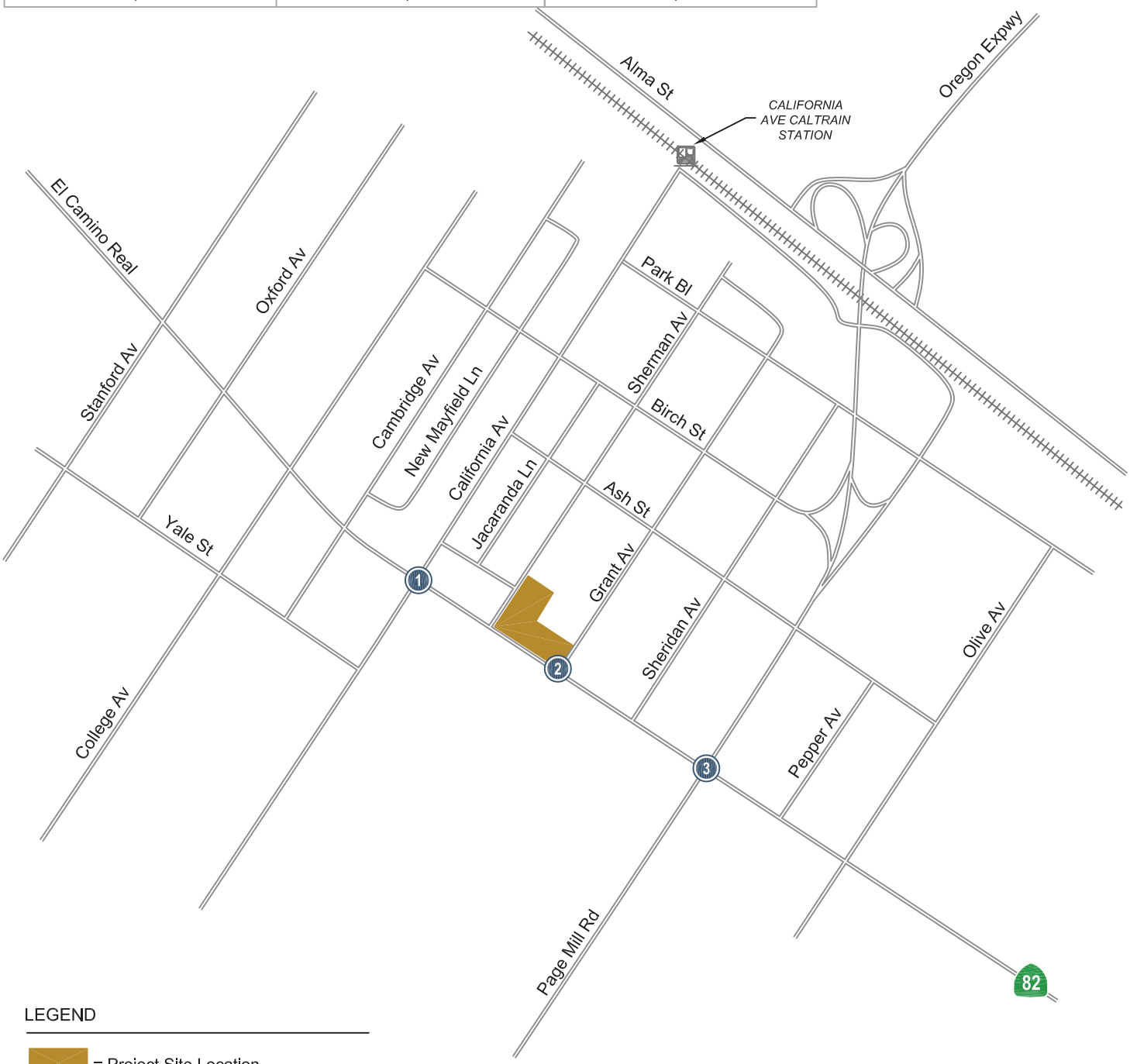
Background peak hour traffic volumes were estimated by adding to existing peak hour volumes the estimated traffic from approved but not yet constructed developments. Background conditions also include occupancy of the existing Olive Garden restaurant. The approved but not yet completed developments list was obtained from the City of Palo Alto. The approved projects that would add traffic to the intersections that were studied are listed below.

Approved Projects List

- 2450-2500 El Camino Real Mixed Use Development
- 385 Sherman Avenue Mixed Use Development
- 3159 El Camino Real Mixed Use Development
- 260 California Avenue Retail Development
- 2555 Park Boulevard
- 411 Page Mill Road

Background traffic volumes are shown graphically on Figure 10. Traffic volumes for all components of traffic are tabulated in Appendix B.





LEGEND

= Project Site Location

= Study Intersection

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

Figure 10
Background Traffic Volumes

Intersection Levels of Service Under Background Conditions

The results of the intersection level of service analysis under background conditions are summarized in Table 6.

Intersection Analysis

The results of the analysis show that all of the study intersections would operate at acceptable level of service. The El Camino Real and Grant Avenue intersection would not meet traffic signal warrants under background conditions. The level of service calculation sheets are included in Appendix C. The traffic signal warrant calculation sheets are included in Appendix D.

Table 6
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Warrant Met?(3)	Existing Avg. Delay	Existing LOS	Background Warrant Met?(3)	Background Avg. Delay	Background LOS
1	El Camino real and California Avenue	AM	--	21.4	C	--	21.4	C
		PM	--	27.5	C	--	27.5	C
2	El Camino real and Grant Avenue (Unsignalized) (1)	AM	No	17.7	C	No	18.2	C
		PM	No	18.9	C	No	19.3	C
3	El Camino real and Page Mill Road/Oregon Expressway (2)	AM	--	61.9	E	--	61.9	E
		PM	--	49.9	D	--	49.9	D

Bold indicates LOS worse than the standard.
(1) The reported delay and corresponding level of service for one-way stop-controlled intersection are based on the stop-controlled approach with the highest delay.
(2) Denotes CMP intersection.
(3) Signal warrant analysis is not applicable to signalized intersections.

5.
Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the significance criteria used to establish what constitutes a project impact, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Project Trip Estimates

The proposed project consists of constructing a total of 10,122 square feet (s.f.) of ground floor retail space, 9,825 s.f. of office space, and 13 condominiums. The project would replace an existing 9,694 s.f. Olive Garden restaurant and attached parking lot. Access to the project site is provided via Grant Avenue and Sherman Avenue. The project trip generation estimates, trip distribution and net project trip assignment were presented in Chapter 3.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts on signalized intersections are based on the City of Palo Alto's level of service standards. Project impacts also were analyzed according to the County Congestion Management Program (CMP) methodology for the CMP study intersections. Although the CMP guidelines specify these criteria only for the Background Plus Project scenario, for the purposes of this analysis they also were applied to the Cumulative Plus Project scenarios.

City of Palo Alto Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Palo Alto if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better for non-CMP intersections and LOS E or better for CMP intersections) under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at non-CMP intersections and LOS F at CMP intersections) under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds *and* the demand-to-capacity ratio (V/C) to increase by .01 or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as for the City of Palo Alto. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection operations to acceptable conditions or background conditions.

Background Plus Project Conditions Transportation Network

It is assumed in this analysis that the transportation network under background plus project conditions would be the same as the existing transportation network.

Background Plus Project Traffic Volumes

The peak hour trips generated by the project were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 11). The project trips were assigned to the roadway system in accordance with the trip distribution pattern discussed above. Traffic volumes for all components of traffic are tabulated in Appendix B.

Background Plus Project Intersection Level of Service Analysis

The results of the intersection level of service analysis under background plus project conditions are summarized in Table 7.

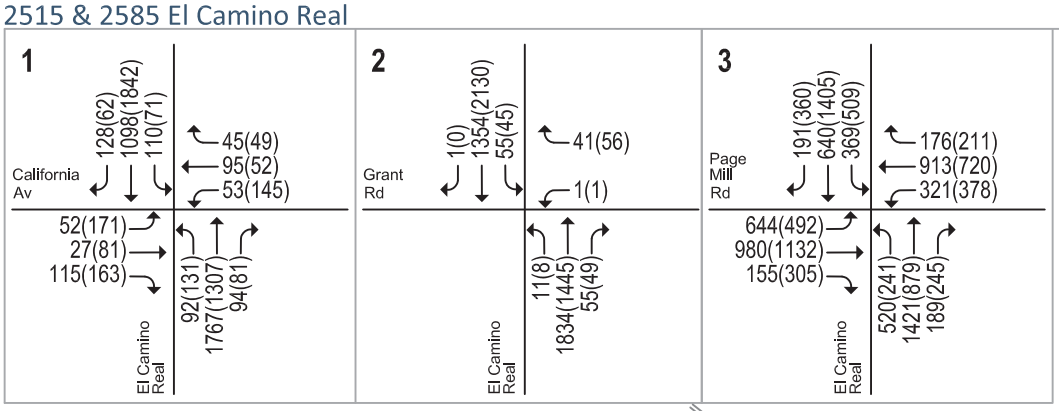
Intersection Analysis

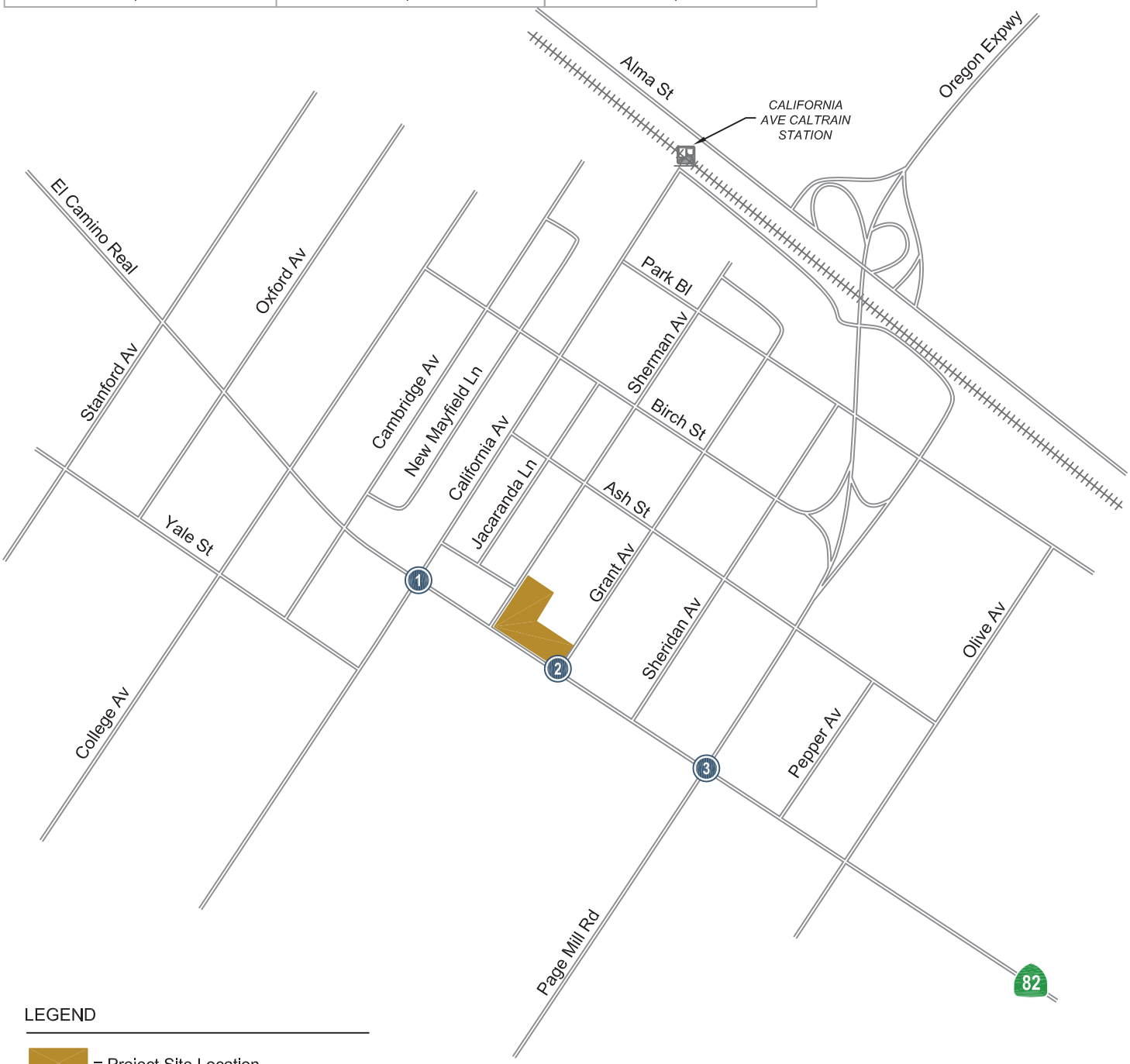
The results of the analysis show that all of the study intersections would operate at acceptable level of service. The El Camino Real and Grant Avenue intersection would not meet traffic signal warrants under background plus project conditions. The level of service calculation sheets are included in Appendix C. The traffic signal warrant calculation sheets are included in Appendix D.

Table 7
Background Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Background			Background Plus Project				
			Warrant Met?(3)	Avg. Delay	LOS	Warrant Met?(3)	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	El Camino real and California Avenue	AM	--	21.4	C	--	21.4	C	0.0	0.000
		PM	--	27.5	C	--	27.7	C	0.3	0.004
2	El Camino real and Grant Avenue (Unsignalized) (1)	AM	No	18.2	C	No	18.4	C	--	--
		PM	No	19.3	C	No	19.3	C	--	--
3	El Camino real and Page Mill Road/Oregon Expressway (2)	AM	--	61.9	E	--	62.4	E	0.8	0.003
		PM	--	49.9	D	--	49.8	D	0.0	0.000

Bold indicates a substandard level of service.
(1) The reported delay and corresponding level of service for one-way stop-controlled intersection are based on the stop-controlled approach with the highest delay.
(2) Denotes CMP intersection.
(3) Signal warrant analysis is not applicable to signalized intersections.





LEGEND

= Project Site Location

= Study Intersection

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

Figure 11
Background Plus Project Traffic Volumes

6.
Other Transportation Issues

This chapter presents an analysis of other transportation issues related to the project, including:

- Vehicular site access and circulation
- Vehicle queuing and storage at selected intersections
- Potential project impacts to bicycle, pedestrian and transit facilities
- Parking

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access & Circulation

A review of the project site plan was performed to determine whether adequate site access and circulation would be provided. This review was based on the site plan provided by Hayes Group Architects, Inc. dated June 11, 2015 (see Figures 12a and 12b).

Site Access

The site plan shows that the project site would keep two of the four existing driveways, one located on Grant Avenue and one on Sherman Avenue. The driveway on Sherman Avenue would be widened from a one way driveway to a full-access driveway. The existing driveway on El Camino Real and a second existing driveway on Sherman would be eliminated.

The driveways would provide direct access to the proposed surface and underground parking garage. Based on the site access configuration, most inbound and outbound project traffic from El Camino Real would access the project site via the full access driveway at Grant Avenue. The Sherman Avenue access would be used by traffic to the north on El Camino Real and from the local area.

The traffic to westbound Page Mill Road and southbound of El Camino Real would use Ash Street or make a u-turn at the El Camino Real and California Avenue intersection. It is assumed that no project traffic would make a left turn from Grant Avenue to El Camino Real because of the long delays that they would face. Park Boulevard would be used for the traffic to eastbound Oregon Expressway. Birch Street would be used for the traffic from westbound Oregon Expressway to the project site.

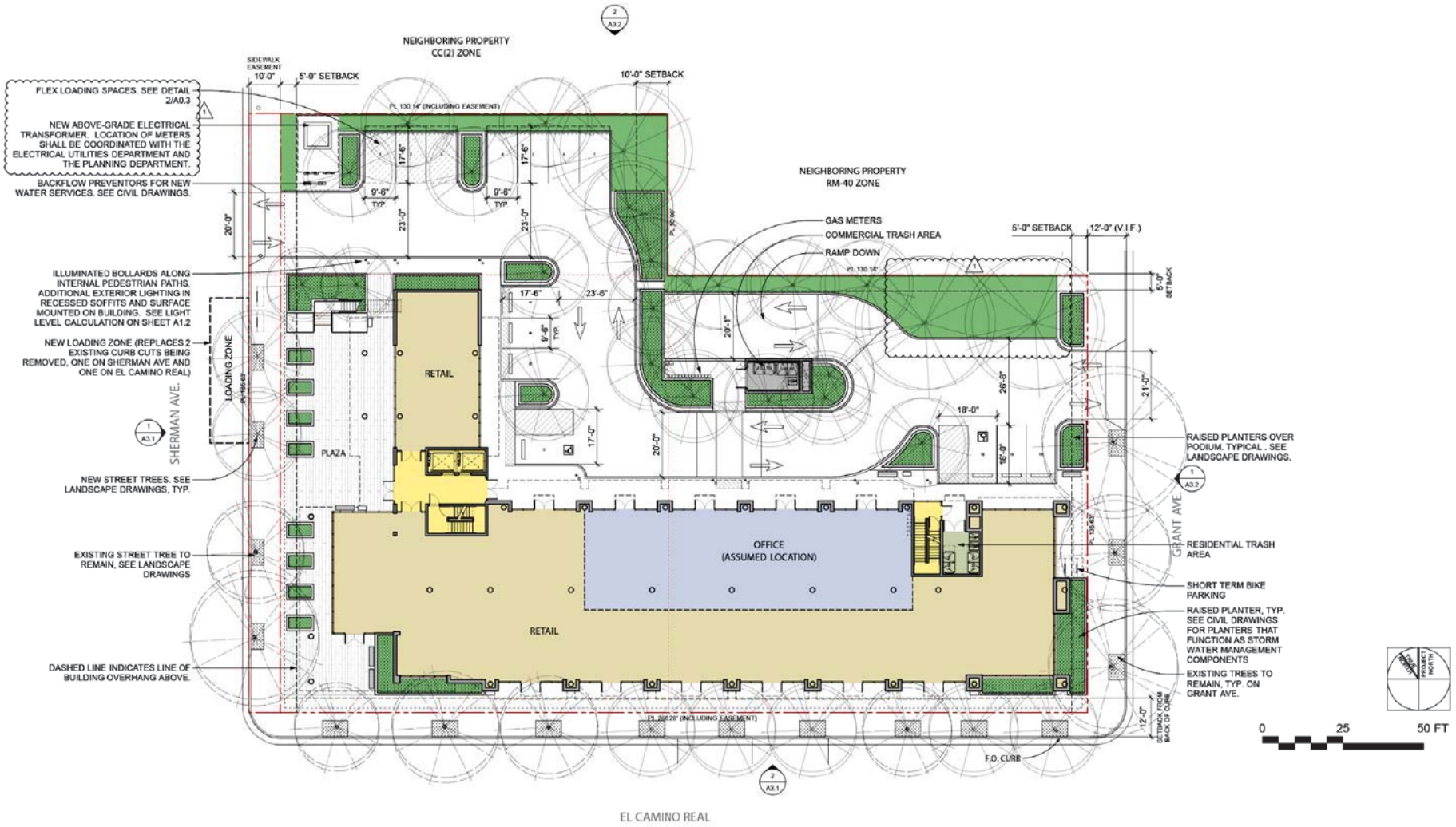


Figure 12a
Site Plan

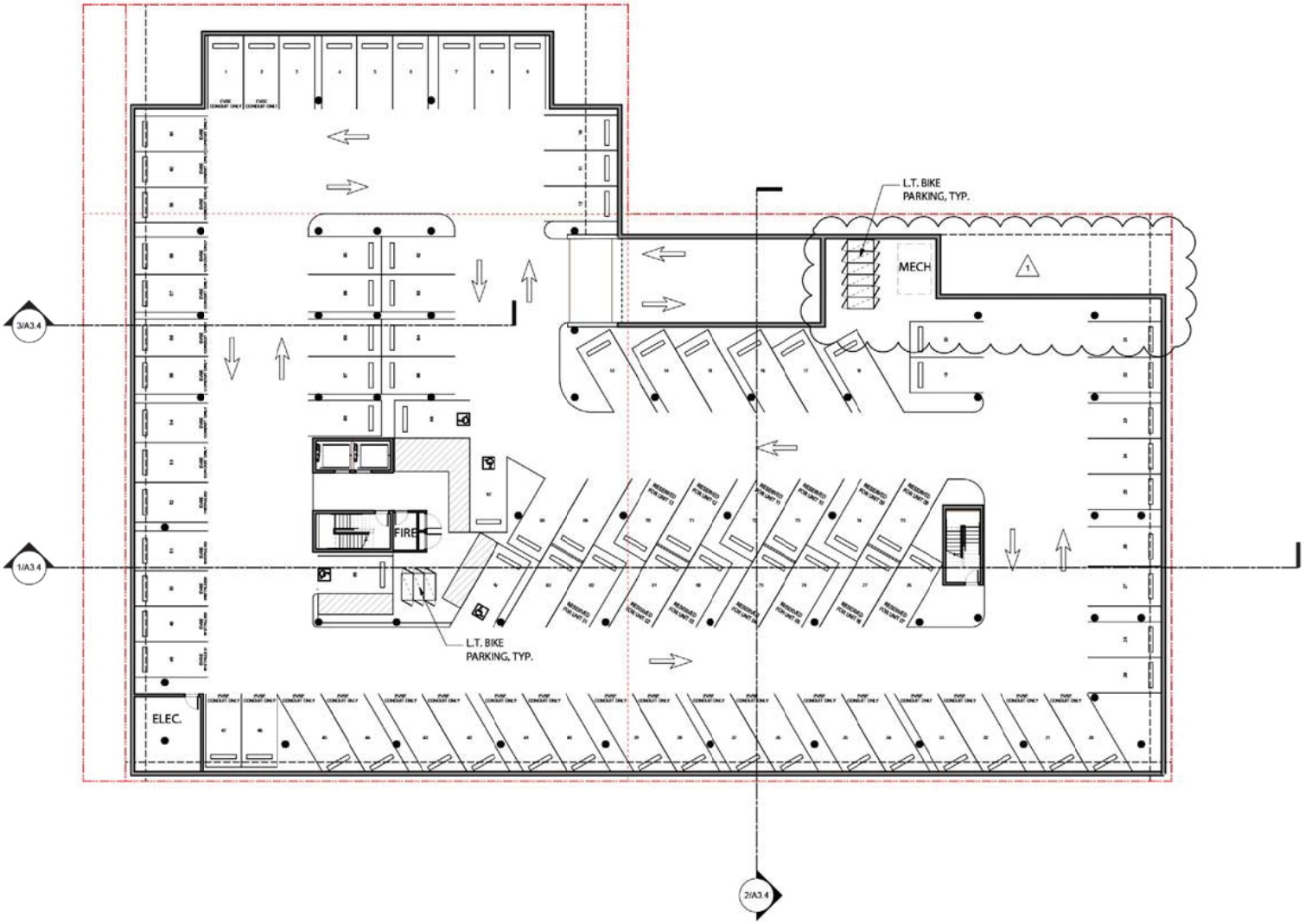


Figure 12b
Underground Parking Plan

Sight Distance at the Driveways Serving the Project

Based on the site plan provided, the driveways serving the project would be free and clear of obstructions, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on Grant Avenue and Sherman Avenue. Adequate sight distance (sight distance triangles) should be provided at the driveways in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection, and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For the project driveways on Grant Avenue and Sherman Avenue, which have a posted speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 200 feet down Grant Avenue and Sherman Avenue in order to stop and avoid a collision.

Based on the project site plan, it can be concluded that the project driveways would meet the Caltrans sight distance standards.

Circulation

The City's standard width for two-way drive aisles is 25 feet for 8 ½ foot wide stalls and 23 feet for 9 ½ foot wide stalls for 90-degree parking. This allows sufficient room for vehicles to back out of parking spaces.

According to the site plan, the project would provide 90-degree parking in the surface lot and both 90-degree and 60-degree parking in the underground parking garage. The at-grade drive aisle is shown to be 20 feet wide and would provide a direct connection between the two driveways. This drive widens to meet or exceed the minimum required backup aisle 90-degree parking stalls. The basement plan shows there is a short dead end aisle at the northeast corner of the underground parking garage. However, since the dead-end aisle is so short, it should not cause a problem.

The site plan shows a time restricted loading zone and an on-street loading zone. The on-site loading zone would be for loading from 7 AM – 10 AM and available for regular parking (three spaces) outside of those hours. . Hexagon understands that the City of Palo Alto has agreed to stripe a regular loading zone (not time restricted) on Sherman Avenue, which is shown on the site plan. It should be noted that the project would eliminate two existing driveways, which would provide additional space for on-street parking to offset the space taken by the loading zone. Figure 12 shows a trash enclosure on-site. Trash trucks could pull into the site to unload the bins.

Overall, the site plan exhibits good site access and on-site circulation for motor vehicles.

The project would provide pedestrian paths to connect the sidewalk on El Camino Real, Grant Avenue and Sherman Avenue to the project site. All the proposed pedestrian paths on site are along desired lines.

Intersection Queuing Analysis

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the project would add left turns. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = Avg. # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length." The vehicle queue estimates and a tabulated summary of the findings are provided in Table 8.

El Camino Real and California Avenue

The queuing analysis indicates that the maximum vehicle queues for the northbound left-turn pocket at the El Camino Real and California Avenue intersection would not exceed the existing vehicle storage capacity with the project.

El Camino Real and Grant Avenue

The queuing analysis indicates that the maximum vehicle queues for the westbound right-turn on Grant Avenue at El Camino Real would not block the project driveway. The project driveway is about 95 feet from El Camino Real. The queuing analysis shows that the maximum queue would be only one vehicle, which is about 25 feet. Therefore, the driveway would not be blocked. The queuing analysis indicates that the maximum vehicle queue for the southbound left-turn pocket on El Camino Real at Grant Avenue would not exceed the existing vehicle storage capacity with the project.

Table 8
Vehicle Queuing and Left-Turn Pocket Storage Analysis

	El Camino Real & California Ave		El Camino Real & Grant Ave			
	Northbound Left-turn		Westbound Right-turn		Southbound Left-turn	
Measurement	AM	PM	AM	PM	AM	PM
Existing						
Cycle/Delay[1] (sec)	100	100	20.3	17.5	17.7	13.6
Volume (vphpl)	105	95	37	46	53	48
Avg. Queue (veh/ln.)	2.9	2.6	0.2	0.2	0.3	0.2
Avg. Queue[2] (ft./ln)	73	66	5	6	7	5
95th %. Queue (veh/ln.)	6	6	1	1	1	1
95th %. Queue (ft./ln)	150	150	25	25	25	25
Storage (ft./ ln.)	250	250	95	95	125	125
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Background						
Cycle/Delay[1] (sec)	100	100	21.3	18.1	18.2	13.9
Volume (vphpl)	90	124	37	46	53	48
Avg. Queue (veh/ln.)	2.5	3.4	0.2	0.2	0.3	0.2
Avg. Queue[2] (ft./ln)	63	86	5	6	7	5
95th %. Queue (veh/ln.)	5	7	1	1	1	1
95th %. Queue (ft./ln)	125	175	25	25	25	25
Storage (ft./ ln.)	250	250	95	95	125	125
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Background + Project						
Cycle/Delay[1] (sec)	100	100	21.1	17.4	18.4	13.7
Volume (vphpl)	92	131	41	56	55	45
Avg. Queue (veh/ln.)	2.6	3.6	0.2	0.3	0.3	0.2
Avg. Queue[2] (ft./ln)	64	91	6	7	7	4
95th %. Queue (veh/ln.)	5	7	1	1	1	1
95th %. Queue (ft./ln)	125	175	25	25	25	25
Storage (ft./ ln.)	250	250	95	95	125	125
Adequate (Y/N)	Y	Y	Y	Y	Y	Y
Cumulative + Project						
Cycle/Delay[1] (sec)	100	100	20.5	18	18.7	14.1
Volume (vphpl)	92	131	41	56	55	45
Avg. Queue (veh/ln.)	2.6	3.6	0.2	0.3	0.3	0.2
Avg. Queue[2] (ft./ln)	64	91	6	7	7	4
95th %. Queue (veh/ln.)	5	7	1	1	1	1
95th %. Queue (ft./ln)	125	175	25	25	25	25
Storage (ft./ ln.)	250	250	95	95	125	125
Adequate (Y/N)	Y	Y	Y	Y	Y	Y

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued

Transit, Pedestrian, and Bicycle Facilities Analysis

Although no transit reduction was applied to the estimated trip generation for the project, it can be assumed that some of the project trips would be made by transit. Currently, there are three VTA bus lines, one AC Transit line, and shuttle service to Caltrain serving the project site. Also, the site is within reasonable walking distance

of the California Avenue Caltrain station. As described in the existing conditions chapter, the bus stops for all lines are located within walking distance of the project site. The closest bus stop on El Camino Real and California Avenue is located approximately 500 feet of the project site. Given that the site is served by several bus routes, any new transit riders generated by the project could be accommodated by the existing transit service.

Pedestrian facilities in the project area consist of sidewalks at all study streets and crosswalks at El Camino Real and California Avenue, and El Camino Real and Page Mill Road/Oregon Expressway intersections. There are no crosswalks at El Camino Real and Grant Avenue, and El Camino Real and Sherman Avenue. Generally, there is good connectivity for pedestrians to and from the site.

There are numerous bike lanes in the vicinity of the project site, including on Page Mill Road, California Avenue, and Park Boulevard. Thus, the bike trips resulting from the project would be accommodated by the existing bicycle facilities in the area.

Parking

Parking Code Requirements

The parking for the proposed project was evaluated based on the City of Palo Alto parking code. Roughly half of the property is within the California Parking Assessment District (PAD), so parking requirements were examined based on the portions of the proposed building inside and outside of the PAD. In most areas of the City, the requirement for Office space is a minimum parking supply of 1 space per 250 square feet; for Retail space is a minimum parking supply of 1 space per 200 square feet, and for residential space is a minimum parking supply of 2 spaces per unit plus guest parking. The required guest parking is one space plus 10% of the number of units. Within the PAD, the requirement for Office space is a minimum parking supply of 1 space per 310 square feet; for Retail space is a minimum parking supply of 1 space per 240 square feet, and for Residential space is a minimum parking supply of 2 spaces per unit plus guest parking (the same as outside the PAD). As previously described, the proposed project would construct 9,835 square feet of new office space, 10,122 square feet of new retail space, and 13 condominiums. The non-residential uses are divided into 3,159 square feet of office space and 4,057 square feet of retail space outside the PAD, and 6,677 square feet of office space and 6,065 square feet of retail space inside the PAD. City of Palo Alto parking ratios calculate to 108 required parking spaces onsite. The City's zoning code allows up to a 10% reduction for mixed-use development. This calculates to a requirement of 97 spaces. The project will be relying on shared parking to meet the parking requirement, and therefore the City will require a parking management plan. Such a detailed parking management plan with annual reporting would be conducted post-occupancy, in coordination with City Staff.

Assumed Parking Conditions

The City has indicated that in addition to providing an adequate parking supply, the project must provide on-site loading spaces. In order to adequately share the parking supply among the three uses while providing the required loading area, the project would incorporate three major parking restrictions. First, commercial parking would be of limited duration, perhaps 2-4 hours, with a limited number of permits to allow employees to park all day. Second, the loading zone would be used as general parking during the day, providing 3 additional parking spaces while parking demand is at its highest. We assume the loading zone would be used for loading between 7 AM-10 AM. Third, residents would receive only 1 reserved space per unit, with a second unreserved space available with a permit.

Shared Parking Analysis

Since the project proposes complementary land uses, some of the on-site parking can be shared between the office, retail and residential uses. An analysis was conducted to determine the number of parking spaces that could be shared. The parking analysis is based on the Urban Land Institute's publication entitled *Shared Parking*, which provides parking occupancy rates for many land uses according to the time of day. The parking occupancy rates can be applied to the parking demand for each proposed land use. Comparing the parking requirement for each land use separately with the cumulative parking demand for all land uses will show whether or not parking demand can be reduced through implementation of a shared parking plan.

Table 9 shows the parking occupancy and the potential for shared parking between the three proposed land uses. The table is based on the City's parking code and not based on the parking demand rates in the ULI *Shared Parking* publication. That publication is used to show how parking demand varies throughout the day. During the midday the office and retail uses would require up to their maximum parking supply, whereas the residential use would not. The results show that parking demand for the three proposed land uses are complementary and that some spaces associated with the residential component of the project would remain vacant during the peak midday hours.

According to the shared parking analysis, a reduction of 14 parking spaces can be achieved. This equates to a peak parking demand of 94 spaces. Therefore, the number of on-site parking spaces could be reduced to 94. Based on the June 25, 2015 site plan, the proposed underground parking garage and the surface parking space would provide a total of 104 parking spaces, which is more than adequate and would comply with the minimum parking standards specified by the City of Palo Alto.

Table 9
Shared Parking Analysis

Hour of Day	Office Weekday	Retail Weekday	Residential (non-CBD) Weekday	**Total Spaces Weekday**
600am	1	0	28	**29**
700am	7	4	25	**35**
800am	21	8	22	**52**
900am	32	19	21	**72**
1000am	34	31	19	**84**
1100am	34	40	17	**90**
1200pm	31	44	17	**92**
100pm	31	46	17	**93**
200pm	33	44	17	**94**
300pm	32	43	17	**92**
400pm	26	40	19	**85**
500pm	16	36	22	**74**
600pm	8	37	24	**69**
700pm	2	41	27	**70**
800pm	2	40	27	**69**
900pm	1	28	28	**57**
1000pm	1	15	28	**44**
1100pm	0	6	28	**34**
1200pm	0	0	28	**28**

Source: ULI - Urban Land Institute *Shared Parking*

Bicycle Parking

For retail uses the City's municipal code requires bike parking spaces equal to 10% of auto parking, with 20% of the bike spaces for long-term parking (lockers or a locked room) and 80% of the bike spaces for short-term parking (a bike rack). For office uses the City's municipal code requires bike parking spaces also equal to 10% of auto parking but with 60% long term and 40% short-term. For condominiums the City's municipal code requires one long-term bike parking space per unit, plus one short-term bike parking space per 10 units. This yields a requirement of 17 total long-term bike parking spaces and 7 short-term spaces. The proposed site plan shows storage for 18 bicycles in the underground parking garage. The site plan shows 8 short-term bicycle spaces at ground level. Therefore, the project would comply with the bicycle parking requirement.

7. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions, as stipulated by the CMP guidelines. Cumulative conditions represent traffic conditions that would occur in the future year 2025.

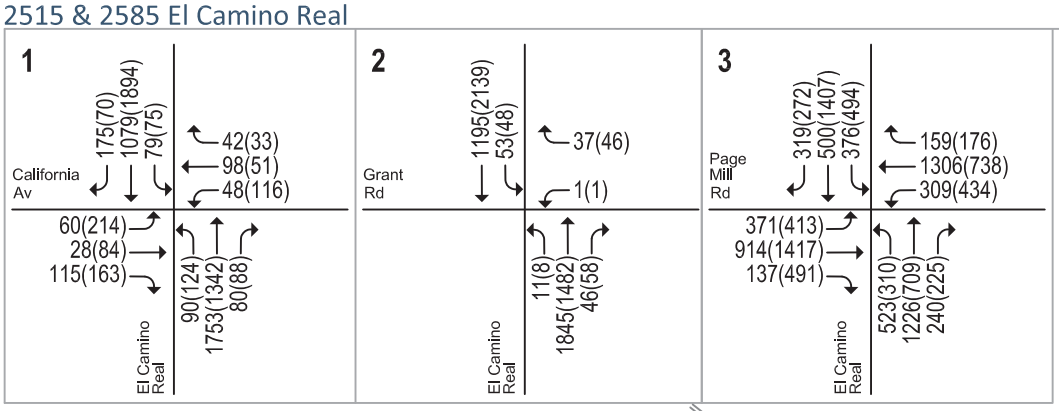
It is assumed in this analysis that the transportation network under cumulative conditions would be the same as described under existing conditions.

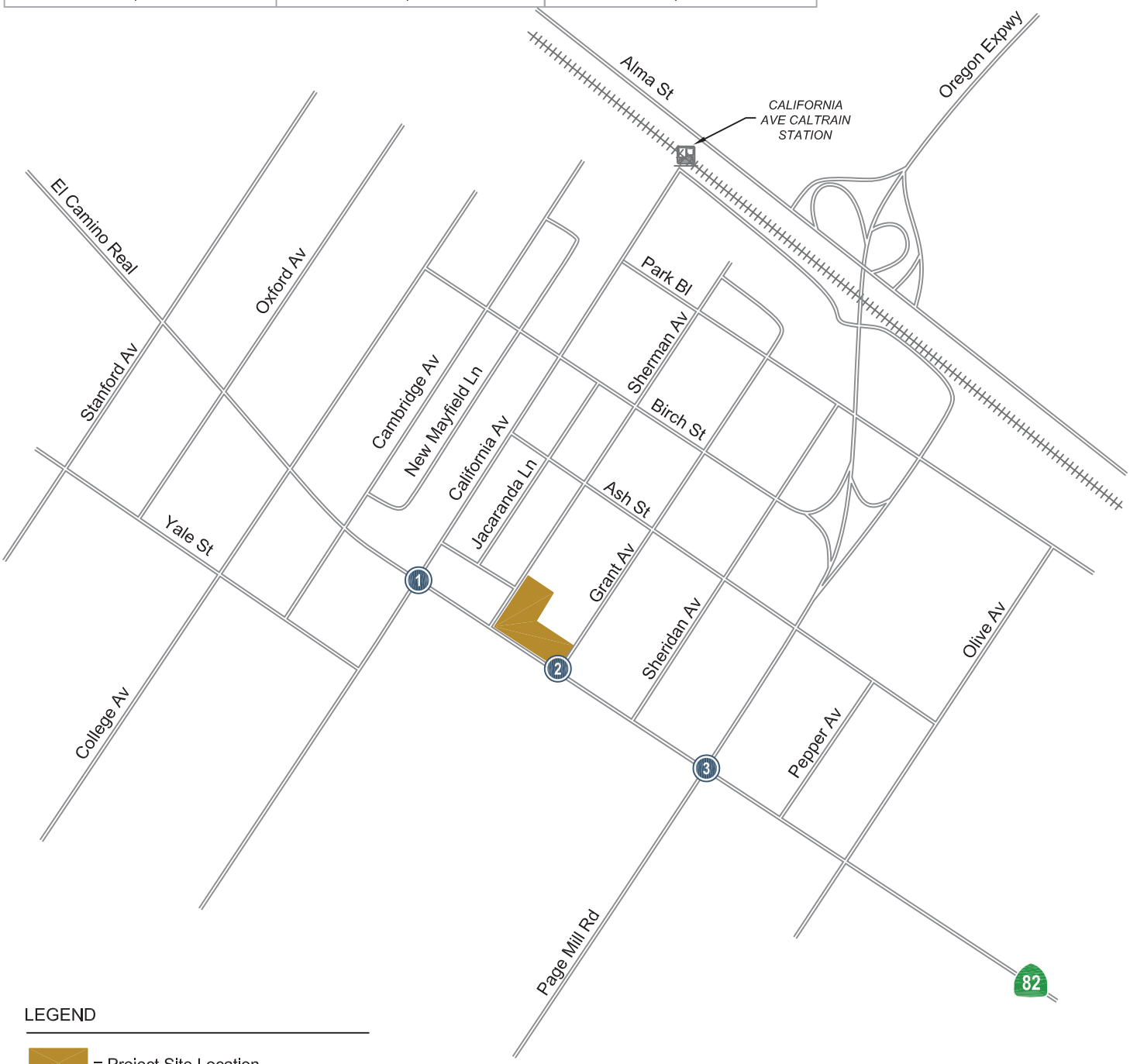
Cumulative Traffic Volumes

Cumulative conditions represent traffic conditions that would occur in the future year 2025. The cumulative no project condition traffic volumes were obtained from the County Expressway Study provided by Santa Clara County. The peak hour traffic volumes under cumulative without project conditions are shown on Figure 13. Since these volumes were derived with a travel demand forecasting model, it is assumed that they include full occupancy of the existing buildings on the site.

Cumulative traffic volumes with the project were estimated by adding to cumulative no project traffic volumes the net additional traffic generated by the project. Cumulative with project conditions were evaluated relative to cumulative no project conditions in order to identify whether the project's contribution to potential cumulative impacts would be significant. The peak hour traffic volumes under cumulative with project conditions are shown on Figure 14.

Traffic volumes for all components of traffic are tabulated in Appendix B.





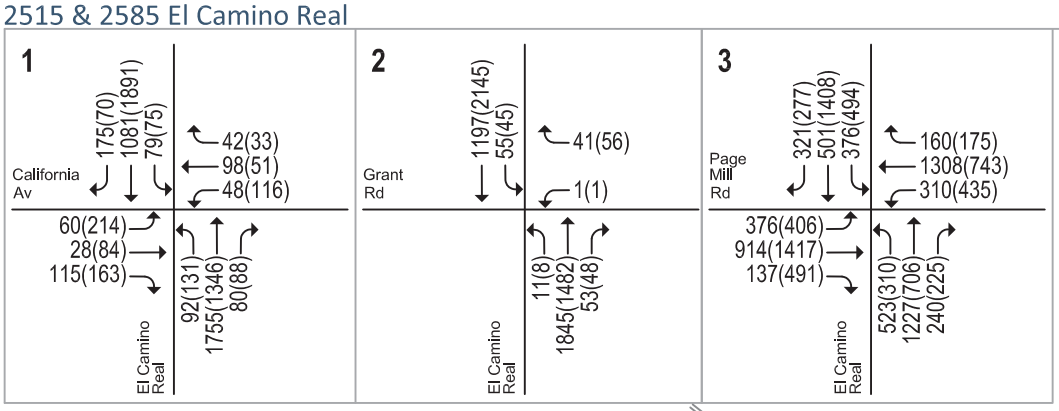
LEGEND

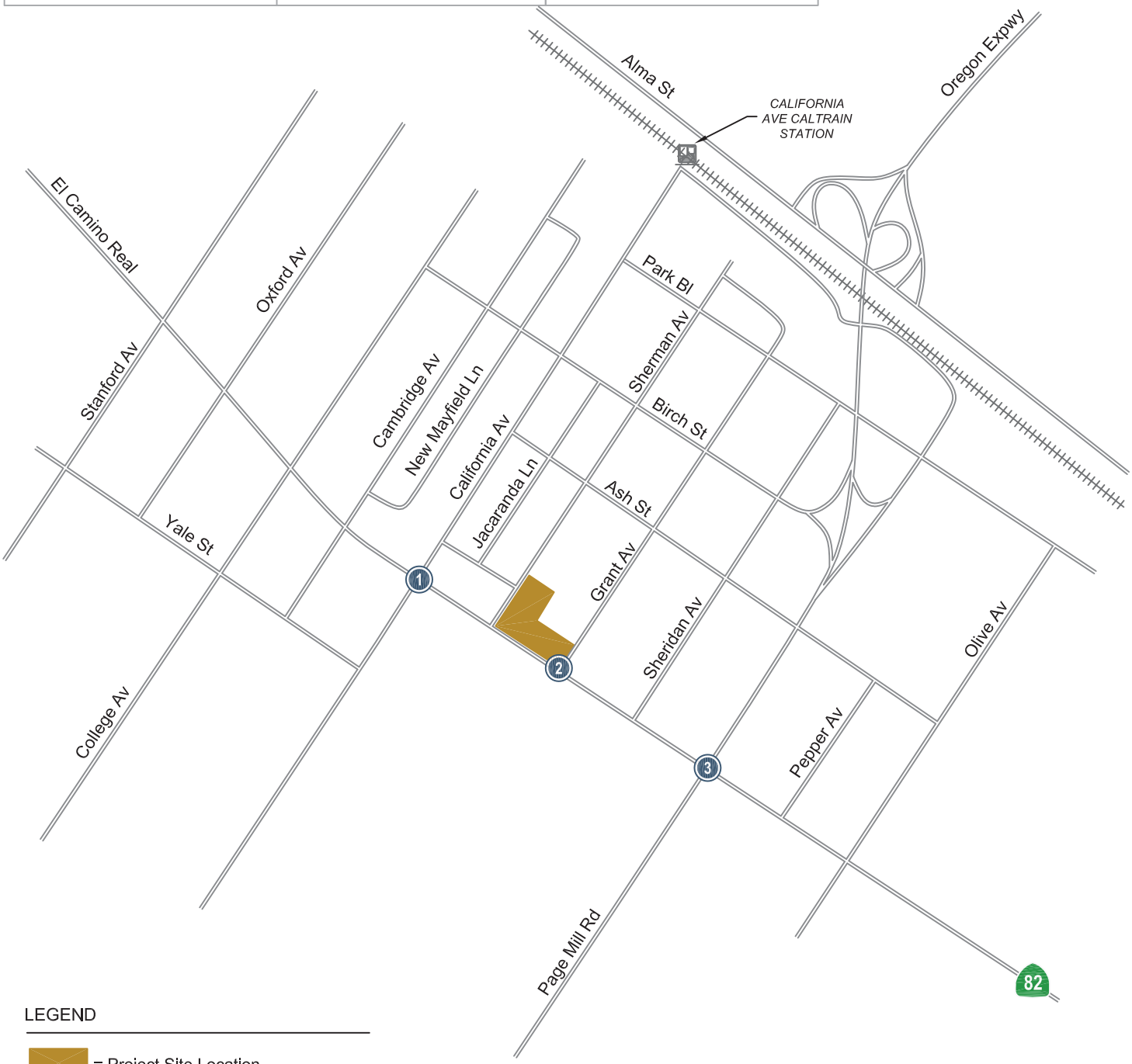
= Project Site Location

= Study Intersection

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

Figure 13
Cumulative No Project Traffic Volumes





LEGEND

= Project Site Location

X = Study Intersection

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

Figure 14
Cumulative Plus Project Traffic Volumes

Cumulative No Project Intersection Levels of Service

Intersection Analysis

The results of the intersection level of service under cumulative no project and with project are summarized in Table 9. The results of the analysis show that all of the study intersections would operate at acceptable level of service. The El Camino Real and Grant Avenue intersection would not meet traffic signal warrants under cumulative conditions. The level of service calculation sheets are included in Appendix C. The traffic signal warrant calculation sheets are included in Appendix D.

Cumulative Plus Project Intersection Levels of Service

Intersection Analysis

The results of the analysis show that all of the study intersections would operate at acceptable level of service. The El Camino Real and Grant Avenue intersection would not meet traffic signal warrants under cumulative plus project conditions. The level of service calculation sheets are included in Appendix C. The traffic signal warrant calculation sheets are included in Appendix D.

Table 10
Cumulative Intersection Levels of Service

			Cumulative Conditions							
			No Project			With Project				
Study Number	Intersection	Peak Hour	Warrant Met?[3]	Avg. Delay	LOS	Warrant Met?[3]	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	El Camino real and California Avenue	AM	--	21.1	C	--	21.1	C	0.0	0.000
		PM	--	27.1	C	--	27.3	C	0.3	0.004
2	El Camino real and Grant Avenue (Unsignalized) [1]	AM	No	18.5	C	No	18.7	C	--	--
		PM	No	19.5	C	No	19.6	C	--	--
3	El Camino real and Page Mill Road/Oregon Expressway [2]	AM	--	61.6	E	--	62.2	E	0.8	0.003
		PM	--	55.0	E	--	55.0	E	0.1	0.001

Bold indicates a substandard level of service.
(1) The reported delay and corresponding level of service for one-way stop-controlled intersection are based on the stop-controlled approach with the highest delay.
(2) Denotes CMP intersection.
(3) Signal warrant analysis is not applicable to signalized intersections.

8. Conclusions

This report presents the results of the traffic impact analysis conducted for the proposed office development located at 2515 & 2585 El Camino Real mixed-used project in Palo Alto, California. The proposed project consists of 10,122 square feet (s.f.) of ground floor retail space, 9,835 s.f. of office space, and 13 condominiums. The project would replace an existing 9,694 s.f. Olive Garden restaurant and attached parking lot. Access to the site would be provided via driveways on Grant Avenue and Sherman Avenue. The existing driveway on El Camino Real as well as one on Sherman Avenue would be eliminated.

The potential transportation impacts of the project were evaluated following the standards and methodologies set forth by the City of Palo Alto and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). According to the VTA TIA guidelines, a CMP intersection shall be included in the traffic impact analysis if the proposed development project is expected to add 10 or more peak hour vehicles per lane to any intersection movement. The same criterion was used to identify non-CMP intersections to be included in this study. The study included an analysis of AM and PM peak-hour traffic conditions for two signalized intersections and one unsignalized intersection.

Project Trip Generation

Trip generation estimates were based on rates obtained from the Institute of Transportation Engineers (ITE) published Trip Generation Manual, *Ninth Edition*, 2012. Trips that could be (and have historically been) generated by the existing facilities were deducted from the estimated number of trips generated by the proposed mixed-used building. It is estimated that the proposed project would generate 21 net trips in the AM peak-hour and 7 net trips in the PM peak-hour.

Intersection Level of Service Analysis

Background Plus Project Conditions

Compared to background conditions, the project would have no significant impacts. None of the study intersections fell from an acceptable LOS under background conditions to an unacceptable level under background plus project conditions. The El Camino Real and Grant Avenue intersection would not meet traffic signal warrants under background plus project conditions.

Cumulative Plus Project Conditions

Compared to cumulative conditions, the project would have no significant impacts. None of the study intersections fell from an acceptable LOS under cumulative conditions to an unacceptable level under cumulative plus project conditions. The El Camino Real and Grant Avenue intersection would not meet traffic signal warrants under cumulative plus project conditions.

Other Transportation Issues

The project is well served by existing pedestrian, bicycle, and transit facilities and services. No improvements are necessary.

El Camino Real and California Avenue

The queuing analysis indicates that the maximum vehicle queues for the northbound left-turn pocket at the El Camino Real and California Avenue intersection would not exceed the existing vehicle storage capacity with the project.

El Camino Real and Grant Avenue

The queuing analysis indicates that the maximum vehicle queues for the westbound right-turn movement on Grant Avenue at El Camino Real would not block the project driveway.

Parking

The parking for the proposed project was evaluated based on the City of Palo Alto parking code. Roughly half of the property is within the California Parking Assessment District (PAD), so parking requirements were examined based on the portions of the proposed building inside and outside of the PAD. In most areas of the City, the requirement for Office space is a minimum parking supply of 1 space per 250 square feet; for Retail space is a minimum parking supply of 1 space per 200 square feet, and for residential space is a minimum parking supply of 2 spaces per unit plus guest parking. Within the PAD, the requirement for Office space is a minimum parking supply of 1 space per 310 square feet; for Retail space is a minimum parking supply of 1 space per 240 square feet, and for Residential space is a minimum parking supply of 2 spaces per unit plus guest parking (the same as outside the PAD). A 10% reduction is allowed for mixed-use development. This calculates to a requirement to provide 97 parking spaces.

The City has indicated that in addition to providing an adequate parking supply, the project must provide on-site loading spaces. In order to adequately share the parking supply among the three uses while providing the required loading area, the project would incorporate three major parking restrictions. First, commercial parking would be of limited duration, perhaps 2-4 hours, with a limited number of permits to allow employees to park all day. Second, the loading zone would be used as general parking during the day, providing 3 additional parking spaces while parking demand is at its highest. We assume the loading zone would be used for loading between 7 AM-10 AM. Third, residents would receive only 1 reserved space per unit, with a second unreserved space available with a permit.

An additional shared parking analysis determined that the maximum parking demand would be 95, a reduction of 14 spaces from the 108 spaces required without considering the 10% shared parking reduction. Based on the June 25, 2015 site plan, the proposed underground parking garage and the surface parking space would provide a total of 104 parking spaces, which is more than adequate and which would comply with the minimum parking standards specified by the City of Palo Alto.

For retail uses the City's municipal code requires bike parking spaces equal to 10% of auto parking, with 20% of the bike spaces for long-term parking (lockers or a locked room) and 80% of the bike spaces for short-term parking (a bike rack). For office uses the City's municipal code requires bike parking spaces also equal to 10% of auto parking but with 60% long term and 40% short-term. For condominiums the City's municipal code requires one long-term bike parking space per unit plus one short-term bike parking space per 10 units. This yields a requirement of 17 total long-term bike parking spaces and 7 short-term spaces. The proposed site plan complies with this requirement.

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

I. DESCRIPTION OF PROJECT

Date: January 19, 2016

Project Name: 2515 & 2585 El Camino Real

Project Location: The 0.90-acre (39,953-square-foot) project site is located in the Evergreen Park area of the City of Palo Alto one block southeast of the California Avenue commercial district. The project site consists of two parcels located at the southeastern corner of the intersection of El Camino Real and Sherman Avenue and is bounded by Sherman Avenue to the north, El Camino Real to the west, and Grant Avenue to the south.

Project Proponent: ECRPA LLC

City Contact: Margaret Netto, Contract Planner
Department of Planning and Community Environment
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Project Description: The proposed project would demolish the existing Olive Garden restaurant building (9,694 square feet) and parking lot at the project site and construct a mixed-use building that includes office, retail, and residential land uses with one level of underground parking. The project includes a request for a conditional use permit (CUP) to exceed the 5,000 square-foot office maximum for the site by approximately 4,835 square feet. The CN zoning district allows 25% of the site or 5,000 square feet to be used for office use. However, office use may be allowed to exceed the maximum size, subject to issuance of a CUP. The two project site parcels would be combined to create a single 39,953-square-foot parcel. The parcel would be L-shaped, with the longest leg fronting on El Camino Real.

The new building is proposed to be 39,930 square feet in gross floor area and would cover 19,954 square feet (50%) of the site. The building would be constructed in an L-shape fronting on El Camino Real and on Sherman Avenue, with the surface parking lot located to the north of the building. Access to the parking lot would be provided at both Sherman and Grant Avenues. Access to the below-grade parking would be provided from a ramp at the northern edge of the parking lot, adjacent to the southwest corner of the residential parcel located at 466 Grant Avenue. The proposed project would eliminate the existing curb cut that allows access to the site from El Camino Real.

The total increase in gross floor area would be 30,236 square feet. The proposed building would provide 10,122 square feet of retail space, 9,835 square feet of office space, and 19,973 square feet of residential uses in 13 residential condominiums. A total of 14,903 square feet of landscaping and open space would be provided, as well as 2,700 square feet of usable private open space, including balcony and terraces provided for each residential unit. The floor area ratio (FAR) of the proposed project would be 0.50 for commercial uses and 0.50 for residential uses. The proposed maximum building height is 40 feet (3

stories), but a proposed photovoltaic roof screen would bring the total height to 47 feet. The proposed building plans are provided in Appendix A.

The El Camino Real frontage would be articulated to create the appearance of several individual storefronts. Most of the building along the El Camino Real frontage would be three stories tall while the portion closest to Sherman Avenue would be stepped down to two stories. Building materials would include wood rainscreens and metal panel cladding on portions of the building, as well as concrete and glazing. Landscaped planters would help to define the corners on both Sherman and Grant Avenues. A photovoltaic roof screen is proposed to be placed over the central portion of building along the El Camino Real frontage. The second and third floors of this elevation would be finished with wood rainscreens and glazing, each surrounded by a formed concrete border that would extend out over the ground floor. The ground floor fronting El Camino Real would be primarily glass and would include several separate entrances from the sidewalk into the building. Street trees would be provided along all street frontages to provide shade and enhance aesthetics. The rear elevation of the building would include similar articulation and building materials as the El Camino Real elevation.

Under the Palo Alto Municipal Code (PAMC) requirements for office, retail, and residential land uses, the proposed project would be required to provide 108 parking spaces. Approximately half of the site is within the California Avenue Parking Assessment District, which has different parking requirements than the portion outside the district. The project would provide a total of 104 parking spaces, including 34 spaces equipped as electric vehicle charging stations. Ninety parking spaces would be provided in the one-level underground parking garage and 14 spaces would be provided at-grade. Eighteen long-term bicycle parking spaces and 8 short-term bicycle parking spaces would also be provided. The applicant requests a shared parking adjustment for four parking spaces (less than 4% of the parking spaces). The project meets PAMC Sections 18.51 and 18.52 for parking requirements with the shared parking adjustment, which allows a 10% reduction of the total spaces required for the site.

The proposed project is designed in accordance with the City's Green Building Ordinance, which requires compliance with California Green Building Code Tier 1 and the Build It Green GreenPoint Rated Checklist (for the residential portion) with Local Amendments. The project would use both conventional and sustainable building materials, including a concrete frame, high-efficiency glazing systems, plaster finishes, day-lighting and sun-shading systems, and an energy-efficient cool roof. The project would also include facilities for electric vehicle charging stations.

The proposed project would involve the removal of all 18 existing on-site trees, 5 street trees, and 1 tree on the neighboring property to the east. A total of 29 trees would be planted as part of the project, including 2 autumn blaze maples, 15 red sunset red maples, 5 London planes, and 7 Chinese elms. Additional shrubs, groundcovers, and bioretention plants would also be planted on the site. Drip irrigation would be used throughout the site and would be controlled by a Smart Irrigation controller with climate monitoring and flow sensing to maximize water efficiency.

II. DETERMINATION

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

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

__X__ Although the project, as proposed, could have a significant effect on the environment, there will not be a significant effect on the environment in this

case because mitigation measures have been added to the project and, therefore, a MITIGATED NEGATIVE DECLARATION is hereby adopted.

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

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

Mitigation Measure HAZ-1: In order to avoid the potential for vapor migration, the project shall prepare a Vapor Intrusion Mitigation and Risk Management Plan (Plan) for approval by the San Francisco Bay Regional Water Quality Control Board prior to issuance of grading or building permits from the City of Palo Alto. The Plan shall outline strategies for managing contaminated soil and groundwater encountered during project construction.

The Plan shall include provisions for hazardous substance management, handling, storage, disposal, and emergency response. Hazardous materials spill kits shall be maintained on site for small spills.

Copies of the Plan shall be maintained on site during demolition, excavation, and construction of the proposed project. All workers on the project site shall be familiarized with these documents.

Mitigation Measure HAZ-2: Prior to building demolition, the project applicant shall demonstrate to the satisfaction of the City of Palo Alto that a survey of the existing buildings has been conducted by a qualified environmental specialist who meets the requirements of the current U.S. Environmental Protection Agency (EPA) regulations for suspected lead-containing materials, including lead-based paint/coatings, asbestos-containing materials, and the presence of polychlorinated biphenyls. Any demolition activities likely to disturb lead-containing materials or asbestos-containing materials shall be carried out by a contractor trained and qualified to conduct lead- or asbestos-related construction work.

Mitigation Measure HAZ-3: In order to quantitatively verify that established regulatory thresholds for indoor air quality are not being exceeded due to vapor intrusion, following construction, 24-hour integrated air samples shall be collected from a minimum of two locations in the garage, plus an exterior location deemed representative of ambient/background conditions. Given the higher sensitivity of the residential units, the garage sampling locations shall be under that portion of the building as opposed to the office portion. The samples shall be collected with the garage venting system off and on a weekend day to minimize interferences from vehicle exhaust. A California state-certified laboratory shall analyze the air samples for TCE and cis-1,2-dichloroethylene (the target VOCs) using EPA Method TO-15 with sensitive ion mode. Results shall be compared to published Regional Water Quality Control Board (RWQCB) Environmental Screening Levels along with any additional criteria deemed appropriate by the regulatory agencies, with the ambient/background amounts strongly weighed for interpretation of the garage amounts.

The air monitoring shall be conducted quarterly for the first year of building occupancy, semiannually for the second year, and annually for the third through fifth years. The first monitoring results shall be incorporated into a Risk Management Plan Implementation Report that will be submitted to the RWQCB. The annual events (as well as one of the semiannual events) shall be in a cold weather month (i.e., December, January, or February) since these are currently recognized as having higher vapor advection. After the initial Risk Management Plan Implementation Report, monitoring reports shall be submitted annually to the RWQCB. If the indoor air criteria are not exceeded over this 5-year period, after factoring in ambient/background data and general quality assurance/quality control considerations, no further monitoring shall be required. Should the garage air tests show TCE (or other VOCs) over an agreed criteria and not reflective of ambient/background conditions, RWQCB staff shall be notified and a

supplemental sampling event shall be scheduled within 60 days. Additional actions would be discussed with RWQCB staff upon receipt of the supplemental test data.

Mitigation Measure NOI-1: *Residential Uses:* Window and exterior door assemblies with Sound Transmission Class rating up to 45 and upgraded exterior walls shall be used in the residential portion of the proposed building to achieve the State of California's and City of Palo Alto's interior residential noise standard for residential uses (45 dBA Ldn). The City of Palo Alto shall ensure that these standards are met prior to issuance of building permits.

Commercial Uses: Window and exterior door assemblies for the commercial portions of the building shall comply with the State of California CalGreen noise standards (maximum interior noise level of 50 dBA Leq). The City of Palo Alto shall ensure that these standards are met prior to issuance of building permits.

Mitigation Measure NOI-2: The residential portion of the proposed building shall have ventilation or an air-conditioning system to provide a habitable interior environment when windows are closed. The City of Palo Alto shall ensure that this standard is met prior to issuance of building permits.

Prepared by Project Planner	1/12/16 **Date**
Adopted by **Director of Planning and Community Environment** *Signed after the Mitigated Negative Declaration has been approved*	**Date**

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

Project Applicant's Signature	**Date**

Attachment H

2515 & 2585 El Camino Real Project
Mitigation Monitoring Program

INTRODUCTION

Section 15097 of the Guidelines for the California Environmental Quality Act (CEQA) requires that, whenever a public agency approves a project based on a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR), the public agency shall establish a mitigation monitoring or reporting program to ensure that all adopted mitigation measures are implemented.

This Mitigation Monitoring Program (MMP) is intended to satisfy this requirement of the CEQA Guidelines as it relates to the 2515 & 2585 El Camino Real Project. This MMP would be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMP were developed in the Initial Study prepared for the proposed project.

As noted above, the intent of the MMP is to ensure the effective implementation and enforcement of all adopted mitigation measures. The MMP will provide for monitoring of construction activities, as necessary, and in the field identification and resolution of environmental concerns.

MITIGATION MONITORING PROGRAM DESCRIPTION

The City of Palo Alto will coordinate monitoring activities and ensure appropriate documentation of mitigation measure implementation. The table below identifies each mitigation measure for the 2515 & 2585 El Camino Real Project and the associated implementation, monitoring, timing and performance requirements.

The MMP table presented on the following pages identifies:

1. the full text of each applicable mitigation measure;
2. the party or parties responsible for implementation and monitoring of each measure;
3. the timing of implementation of each mitigation measure including any ongoing monitoring requirements; and
4. performance criteria by which to ensure mitigation requirements have been met.

Following completion of the monitoring and documentation process, the final monitoring results will recorded and incorporated into the project file maintained by the City's Department of Planning and Community Environment.

It is noted that the mitigation measure numbering reflects the numbering used in the Initial Study prepared for the 2515 & 2585 El Camino Real Project (Dudek 2016).

2515 & 2585 El Camino Real Project
Mitigation Monitoring Program

No mitigation measures are required for the following resources:		
▪ Aesthetics ▪ Agricultural Resources ▪ Air Quality ▪ Biological Resources ▪ Cultural Resources	▪ Geology, Soils, and Seismicity ▪ Greenhouse Gas Emissions ▪ Hydrology and Water Quality ▪ Land Use and Planning ▪ Mineral Resources	▪ Population and Housing ▪ Public Services ▪ Recreation ▪ Transportation and Traffic ▪ Utilities and Service Systems

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
HAZARDS AND HAZARDOUS MATERIALS				
Mitigation Measure HAZ-1: In order to avoid the potential for vapor migration, the project shall prepare a Vapor Intrusion Mitigation and Risk Management Plan (Plan) for approval by the San Francisco Bay Regional Water Quality Control Board (RWQCB) prior to issuance of grading or building permits from the City of Palo Alto. The Plan shall outline strategies for managing contaminated soil and groundwater encountered during project construction. The Plan shall include provisions for hazardous substance management, handling, storage, disposal, and emergency response. Hazardous materials spill kits shall be maintained on site for small spills. Copies of the Plan shall be maintained on site during demolition, excavation, and construction of the proposed project. All workers on the project site shall be familiarized with these documents.	Applicant	San Francisco RWQCB City of Palo Alto Department of Planning and Community	Prior to issuance of grading or building permits.	Plan shall be approved by the San Francisco RWQCB. Copies of the Plan shall be maintained on site during demolition, excavation, and construction of the proposed project. All workers on the project site shall be familiarized with these documents.
Mitigation Measure HAZ-2: Prior to building demolition, the project applicant shall demonstrate to the satisfaction of the City of Palo Alto that a survey of the existing buildings has been conducted by a qualified environmental specialist who meets the requirements of the current U.S. Environmental	Applicant	City of Palo Alto Department of Planning and Community	Prior to issuance of demolition permit and during demolition	Building survey report submitted. Demolition activities likely to disturb

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
Protection Agency (EPA) regulations for suspected lead-containing materials (LCMs), including lead-based paint/coatings, asbestos-containing materials (ACMs), and the presence of polychlorinated biphenyls (PCBs). Any demolition activities likely to disturb lead-containing materials or asbestos-containing materials shall be carried out by a contractor trained and qualified to conduct lead- or asbestos-related construction work.		Environment		LCMs or ACMs shall be carried out by a contractor trained and qualified to conduct lead- or asbestos-related construction work.
Mitigation Measure HAZ-3: In order to quantitatively verify that established regulatory thresholds for indoor air quality are not being exceeded due to vapor intrusion, following construction, 24-hour integrated air samples shall be collected from a minimum of two locations in the garage, plus an exterior location deemed representative of ambient/background conditions. Given the higher sensitivity of the residential units, the garage sampling locations shall be under that portion of the building as opposed to the office portion. The samples shall be collected with the garage venting system off and on a weekend day to minimize interferences from vehicle exhaust. A California state-certified laboratory shall analyze the air samples for TCE and cis-1,2-dichloroethylene (the target VOCs) using EPA Method TO-15 with sensitive ion mode. Results shall be compared to published Regional Water Quality Control Board (RWQCB) Environmental Screening Levels along with any additional criteria deemed appropriate by the regulatory agencies, with the ambient/background amounts strongly weighed for interpretation of the garage amounts. The air monitoring shall be conducted quarterly for the first year of building occupancy, semiannually for the second year, and annually for the third through fifth years. The first monitoring results shall be incorporated into a Risk Management Plan Implementation Report that will be submitted to the RWQCB. The annual events (as well as one of the semiannual events) shall be in a cold weather month (i.e., December, January, or February) since these are	Applicant	City of Palo Alto Department of Planning and Community Environment	Soil samples collected prior to and during site clearing/grading. Soil screening during site preparation/ excavation. Soil disposal during site preparation/ excavation.	Air samples collected and analyzed following construction, and quarterly for first year of occupancy, semiannually for the second year, and annually for the third through fifth years.

Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
currently recognized as having higher vapor advection. After the initial Risk Management Plan Implementation Report, monitoring reports shall be submitted annually to the RWQCB. If the indoor air criteria are not exceeded over this 5-year period, after factoring in ambient/background data and general quality assurance/quality control considerations, no further monitoring shall be required. Should the garage air tests show TCE (or other VOCs) over an agreed criteria and not reflective of ambient/background conditions, RWQCB staff shall be notified and a supplemental sampling event shall be scheduled within 60 days. Additional actions would be discussed with RWQCB staff upon receipt of the supplemental test data.				
NOISE				
Mitigation Measure NOI-1: Residential Uses: Window and exterior door assemblies with Sound Transmission Class rating up to 45 and upgraded exterior walls shall be used in the residential portion of the proposed building to achieve the State of California's and City of Palo Alto's interior residential noise standard for residential uses (45 dBA Ldn). The City of Palo Alto shall ensure that these standards are met prior to issuance of building permits. Commercial Uses: Window and exterior door assemblies for the commercial portions of the building shall comply with the State of California CalGreen noise standards (maximum interior noise level of 50 dBA Leq). The City of Palo Alto shall ensure that these standards are met prior to issuance of building permits.	Applicant	City of Palo Alto Department of Planning and Community Environment	Prior to issuance of building permit.	Approved building plans shall include window sound transmission ratings and interior noise levels verification from a qualified acoustical consultant.
Mitigation Measure NOI-2: The residential portion of the proposed building shall have ventilation or an air-conditioning system to provide a habitable interior environment when windows are closed. The City of Palo Alto shall ensure that this standard is met prior to issuance of building permits.	Applicant	City of Palo Alto Department of Planning and Community Environment	Prior to issuance of building permit.	Approved building plans shall include details of the residential ventilation system.

2515 & 2585 El Camino Real Project
Mitigation Monitoring Program

ARCHITECTURAL REVIEW BOARD
EXCERPT OF MINUTES: March 3, 2016

City Hall/City Council Chambers
250 Hamilton Avenue

Call to Order

Roll Call

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

Absent: Board Member Kyu Kim

Oral Communications

Agenda Changes, Additions and Deletions

City Official Reports

1. Future Tentative Agenda Schedule and Subcommittee Assignments
2. List of Staff Approved (Minor) Architectural Reviews

Continued Business

New Business

1. 2515-2585 El Camino Real [15PLN-00170]: Request by the Hayes Group Architects on Behalf of ECRPA, LLC for Site and Design Review to Allow a New 39,858 Square Foot, 3-Story Mixed Use Building Including Retail, Office, 13 Residential Condominium Units and One Level of Underground Parking on a 39,638 square foot Lot to Replace a 9,694 Square Foot Existing Restaurant (Olive Garden). The Project Includes a Request for a Conditional Use Permit (CUP) to Exceed the 5,000 Square Foot Office for the Site by Approximately 4,835 Square Feet. Environmental Assessment: An Initial Study was drafted and a Mitigated Negative Declaration was circulated on January 19, 2016. Zoning Districts: CC (2) and CN. For more information, contact Margaret Netto at margaret.netto@cityofpaloalto.org.

Chair Gooyer: Staff.

Margaret Netto: Good morning, Chair and Board Members. My name is Margaret Netto. Today we have—the project proposes demolition of the 9,694 square foot restaurant, the Olive Garden, and surface parking lot and construction of a new 39,858, three-story, mixed-use building including retail, office, 13 residential units, and one-level underground parking. This item is also subject to the terms of the recently enacted interim office limit ordinance. The project requires review by the PTC. However, two previously scheduled meetings were canceled due to a lack of quorum. The purpose of this meeting is to review the project and to provide the applicant with comments. This project will return to the ARB on March 17th for recommendation to Council. This slide shows the location of the project site. The project site consists of two parcels located on the northeast side of El Camino Real between Sherman and Grant Avenues. The project proposes approximately 10,000 square feet of ground floor retail, 9,835 square

feet of office on the second and third floors, and approximately 19,000 square feet of residential condominiums on the second and third floor. Access to the underground and surface parking is from Grant and Sherman Avenue. No access will be provided from El Camino Real. The existing curb cut will be removed. This is a view from Sherman Avenue. The building concept includes a modern design with street-facing building walls meeting the current build-to line. Regulation low planters are proposed on Sherman Avenue. This is the view from El Camino. The El Camino-facing building wall would be set back a minimum of 4 feet from the property line to supply the 12-foot effective sidewalk from curb to building face. The corners of the building have raised planters that function as storm water management components. The project meets the intent of the Comprehensive Plan. It is compatible with the neighborhood, provides clear relationship for access and provides housing. The project meets the Context Based Design Criteria. The project is designed to minimize the visual impact of the structure by stepping the building back, providing a plaza area with planters and street trees and landscaping along the building frontages. The building materials and color selection have been designed to complement the building and surroundings. The project includes the use of sustainable materials and strategies including high-quality rain screen facade system, recessed windows and high-efficiency glazing systems. The project also meets the Performance Standard Criteria. I want to highlight a few of the zoning compliance topics. The project includes the request for a Conditional Use Permit to exceed 5,000 square feet of office for the site by approximately 4,835 square feet. The CN District allows 25 percent of the site over 5,000 square feet for office use. This project proposal is also subject to the interim office ordinance that established a 50,000 square foot office limit on office and R&D development, and also the parking. Approximately half the parking is within the California Avenue Assessment District. The parking requirements in and outside of the Assessment District have different requirements. The project would provide a total of 104 parking spaces where 108 would be required for a mixed-use project. The applicant requests a shared parking adjustment for four parking spaces, less than 4 percent of the spaces. As noted, the Initial Study and Mitigated Negative Declaration was prepared. The public review period was from January 19th to February 18th, and no comments have been received to date. The next steps. Continue this project to the March 17th ARB meeting. The project will be reviewed by the PTC on March 9th. Staff will forward the Commission and ARB recommendations to City Council. The recommendation is that staff recommends the ARB review the project, provide comments and continue the project to March 17th, 2016. We also have Heather Ivey from Dudek who prepared the Mitigated Negative Declaration here, if you have any questions for her. The applicant is also here for a presentation. I did put the building materials up there. Thank you.

Chair Gooyer: Thank you. Would the applicant like to make his presentation? You know the drill. You've got 10 minutes. *[Due to a technical difficulty with the applicant's presentation, Chair Gooyer proceeded to approval of minutes and Item Number 2, and then returned to this item.]* Item 1, I'm not going to bother rereading it again. It is the 2515-2585 El Camino Real. We've already had staff's presentation so, Ken, why don't you take it?

Ken Hayes: Great. Thank you, Chair Gooyer. Good morning, members of the Board. My name's Ken Hayes with Hayes Group Architects. I'm joined this morning with my client, Victor Lo, as well as a representative from Callander and Associates, the landscape architects. The site, as staff pointed out, is about a 40,000 square foot site on El Camino between Grant and Sherman. It was formerly two sites, but it's all been combined into one. It is surrounded by CS zone, CC(2) as well as RM-40. A portion of the site is actually CC(2), which is this little piece right here. We're not actually building on that portion of the site. The surrounding neighborhood. I think we're all familiar with the Olive Garden site. This is from El Camino looking north. The Coronet Hotel on the left, this is looking south on El Camino. The project site is located here. The new Stanford housing project across the street pretty much spans the length of our project. This is a shot on Sherman looking towards the corner here, so El Camino is down here. The small office building on Sherman here. Important to the project are connections. We saw this connection as one day being more developed, but it's there nonetheless right now. The Coronet Hotel is on the left. This actually is called Peral Lane or Peral Lane, P-E-R-A-L. This is California Avenue down here. That's the building on the corner that was done by Tony Carrasco years ago. That connects beyond through an alley to a public parking facility. We felt that was an important connection to our site, and that's where we've developed the plaza that you saw 14 months ago at the preliminary review. The

program hasn't changed. We want to create a new three-story, mixed-use building with 13 two-bedroom townhouses. We're going to respond to the site and the forces. Park the project in a subterranean garage primarily. Provide outdoor space for living as well as for the users and a courtyard and support sustainable systems. When we were here in November 2014, we had the site diagram with forces. You were supportive essentially of the concept. We're stepping about 64 feet from the RM-40 zone at the back. We have the locations of the entries to the parking facilities coming off of Sherman and off of Grant here to the south. Multiple ancillary entry locations sort of around the entire building, so it activates the sidewalk, reinforces the build-to line of 75 percent here along El Camino Real. Then this is sort of the public realm of sidewalk and open space around the building. The main entry to the building, however, is located here, and that is essentially off of the main plaza. You see Peral Lane and the force of Peral Lane then reinforcing this idea of an entry plaza, a place for a coffee shop, outdoor seating. Our public artwork is located there. At the preliminary hearing, you were generally supportive of this concept. You talked about strengthening the corners. You talked about trying to link the plaza in some way to El Camino Real, and so we've done that. You can see the linkage here and helping to define some entry points in the building. This is also an entry point; however, the main entry for the upper floors is what you see in yellow. Just a larger size for the site plan. One of the big changes we made was to relocate residential trash and recycling facilities to this location. The commercial recycling and trash is going to be separate, so the two facilities are separate. GreenWaste actually prefers that. There's a chute for the residences to get their trash and recyclables to the ground floor. There are 13 townhomes. They're all two-story. They are all two-bedroom. This is the main living level. Balconies facing the street, facing the rear and at the end. Our open space is in excess of what we need. This is the second floor of the townhouses, the third floor of the building. There are two bedrooms, as I said, in each. We have a master bedroom and then an ancillary bedroom, a second bedroom, located here. There are penetrations in that floor or through that floor to allow light to come through, some rooftop skylights, but we also have about a 30-kilowatt PV array on the roof, and then the skylights are located there so that when you're in the hallway of the residential units, you've got some connection to the outside. I'm not really a proponent of double-loaded hallways. The ARB comments when we were here for the elevations—excuse me—were to on the Sherman side try to reinforce an entry and make that more defined. Try to get more height at the corner to demarcate that. This is the El Camino frontage. There was concern that this was a little bit too heavy. We have 10-foot high glass along here, but you wanted us to address perhaps bringing that level up. I think there was support for the rhythm of the units and the definition of each unit, kind of, as you march down El Camino. Then the same comment here about trying to create some more emphasis on the corner. What we've done. If you look at El Camino first, we've essentially separated off the corner by a reveal here in the building facade. We've increased the height. We've changed the windows from horizontal to vertical to help accentuate the corner itself. That is the office corner, if you will. There's the pointer. Office corner, then there's a balcony here to help the definition of separating that piece from the remainder of the building. We've raised the front of the building by about 3 feet to create a higher impression along El Camino Real, and it also helps reinforce the rhythm with some of the ground floor treatment with the entries there as well. On the Sherman side, again we've carved out a balcony. Instead of this piece coming all the way across like it did previously, it actually helps define the entry there and also have a space for the office users at the second floor, kind of overlooking that plaza. We still have the cool stair off the side of the building here that connects the second floor to the plaza. And then we've enhanced the frontage here with concrete planters. Did the same thing along El Camino Real where there's lots of planters here and anchored the corner with more planters itself as well. Just the streetscape. This is to the south. Chipotle, mostly a parking lot. This site's mostly a parking lot with a little restaurant, so we're really trying to create an edge for El Camino there, respect the build-to line, and then the Coronet Hotel you see here. Along Sherman, it sort of steps down as the street heads toward the railroad tracks to the east. The building section. We're 15 feet floor-to-floor, and then I believe we have 11-foot ceilings on the first floor of the residential, and 9 ceilings on the second floor. This gives you an idea how the skylights penetrate through to the main circulation level of the main level of the apartments, the condominiums. Then this is a section through the plaza at Sherman. Underground garage. Part of that plaza is covered. They could have tables and chairs there, and part of it is exposed. This is from the east looking at the plaza, the stair that connects sort of down to this area. The planters that help define the plaza. Those are seat-wall height in this area here, so one could easily sit there. Our public art's going to go on this wall here, and I think I've got a ...

Not sure how that—there we go. As you come into that entry, defined there. This is for El Camino Real looking north, and we have a similar. We're trying to—we recessed the entry back. This connects to the public plaza. We have some different materials as well as some benches, seat walls to try to differentiate the entry. Then a view from north. We have aluminum composite metal panels, glass sunshades on the office portion of the building. Here, that's all situated on top of a formed-concrete base with board-formed concrete planters that help define the edge along here. The main building—part of the residential building is a Equitone rainscreen product and also a Resysta rainscreen product that helps warm up—I think it has a little more residential scale to it. Then this is the plaza side of the building. Again, the planters help define that. The entry located here. The public art will be on this wall there, and then the stair that comes down to the plaza will be located along that side. Because of the harsh exposure, we have the sunshades on this entire facade as well as the El Camino facade. Those are glass shades. This is the south side, which is all residential. Up here, you can see the Resysta panel. The glass at the balcony is all a translucent glass. That was a comment that Board Member Popp had made 14 months ago. And that concludes my presentation. Thank you very much. I look forward to your comments.

Chair Gooyer: Thank you. Is there anyone who would like to address the Board on this item, from the public? Seeing none, I'll close that and bring it back. Wynne, you want to start?

Board Member Furth: Not particularly, but ...

Board Member Baltay: I had a question, Robert.

Chair Gooyer: Go ahead.

Board Member Baltay: This is for staff, I suppose. In the staff report on page 3, I note that you say the applicant proposes a pedestrian path alongside the new buildings to connect Grant Avenue to Sherman Avenue. Can you, can someone explain to me where that pedestrian path is please?

Mr. Hayes: Board Member Baltay, it's from Sherman here. From the plaza and the main entry of the building, there is a pedestrian path that connects from Grant to Sherman. It's essentially the circulation on the backside of the building. You can get there through the lobby when the lobby is open or, when the lobby's not open, you would need to walk around. It's on the back side of the building.

Board Member Baltay: It's a private pedestrian pathway?

Mr. Hayes: It's on private property, right.

Board Member Baltay: But the lobby will be locked during off hours.

Mr. Hayes: There will be occasions when the lobby's locked; that's right.

Board Member Baltay: Thank you.

Chair Gooyer: Go ahead.

Vice Chair Lew: I have a question for staff. This is about the Council's new process for office space. I was wondering if you could explain what our options are, since we're right up against the deadline, right, which is March 17th, which will be the next ARB meeting.

Jodie Gerhardt: The actual deadline is March 31st, but you are correct that ...

Vice Chair Lew: That' s the last meeting.

Ms. Gerhardt: ... the next meeting is the 17th. There is, we may have, we have the ability on March 24th if everyone's available, we could possibly have a hearing then if needed.

Vice Chair Lew: Okay. So the consequence, can you explain exactly what has to be approved? It has to be like complete ARB approval? Can we have things come back to subcommittee, details, or can other things come back to staff?

Ms. Gerhardt: Yeah, subcommittee would be, we just need a recommendation from the ARB. When you add those subcommittee items, that's still considered a recommendation.

Vice Chair Lew: Thank you.

Chair Gooyer: Anyone have any questions, additional questions? Wynne. Hang on.

Vice Chair Lew: Sorry. One more question for staff. There's a request for four parking spaces, a reduction of four parking spaces based on mixed use. Then I had a ...

Ms. Gerhardt: Yes, that's correct.

Vice Chair Lew: In looking at the plans, I did see that in the basement garage, that all of the residential spaces are dedicated, like reserved for the residents.

Mr. Hayes: I think there's one space per unit that's dedicated.

Vice Chair Lew: Yeah. Is the shared, mixed use just based on retail and office? Is that the shared, is that the synergy where you get the parking reduction or is it visitor spaces or is it affordable housing? How do you ...

Mr. Hayes: It's the synergy ...

Vice Chair Lew: I guess ...

Mr. Hayes: Sorry.

Vice Chair Lew: I was just trying to understand that. We do get a lot of questions from the public about how do you get, about the reduction.

Mr. Hayes: Right. It has been my understanding in the past that if you have dedicated spaces, then the reduction is calculated—you don't really apply for the reduction. Hexagon is not here today, correct? Our transportation consultant is not here. This came out of the transportation consultant's recommendation in how he evaluated the parking. Hexagon, Mr. Black, and he came up with dedicating those spaces and his recommendation based on IT or the transportation requirements. That's where those dedicated spaces came from. We did not have those originally.

Vice Chair Lew: And you're not asking for any reduction based on proximity to transit, which you could ask the Director for like a 20 percent reduction because you're on a ...

Mr. Hayes: We're not.

Vice Chair Lew: ... bus line and near Caltrain and what not.

Mr. Hayes: Right, good point. No, we're not.

Chair Gooyer: Wynne.

Board Member Furth: Thank you. I, of course, have not seen this project before, but I appreciate it. I went out to look at it again, the site again this morning because I realized I had misremembered

something, and that's why I was late, dealing with the formidable local travel. Just a first note. I think of a townhouse as being a residence that has a street-level entrance. You may have steps up or it may be at the street, but I think to refer to housing on the second and third floor of a building that does not have street-level entrances is a misuse of the term that makes it more or less meaningless, which I may be wrong. There may be an architectural convention I don't know about, but it bothers me that it seems misleading. There was an interesting comment in the paper this morning, a letter from John Hanna basically saying who do those people think they are, stopping projects for aesthetic reasons. I think that the legitimacy of what we do, it's democracy. That's what it is. Not only property owners have rights in these processes, but certainly the legitimacy of what we do depends very much both on the expertise of my colleagues and paying attention to the adopted documents that the City has to guide us in doing our work. I'll try to link what I have to say to that. Just to say also that it is so lovely to see a plaza proposed on Sherman that looks like a place that people would actually like to spend time and where we don't have to deal with the problem of noise to the same extent. I appreciate it very much, and I also appreciate the 12-foot sidewalk. I've been thinking, of course, about Finding Number 7, that the project creates a desirable environment for occupants, visitors and the general community. I am concerned that that's an entire block. It may be that you have places to sit along there, I'm not sure, but I would like to know if we do have places to sit and, if so, if we don't, I'd like to see them added. I also think it's important that some of the places to sit have armrests because for people with disability ...

Mr. Hayes: Backs.

Board Member Furth: ... difficulties—backs are good, but for people with disability difficulties, it's hard to get up from a seated position if you can't lever yourself against something. This is why often you see seating where, rows of seating where only the aisle seating actually has armrests, but that's because not everybody can get up without it. If we're going to do the conversion to alternative ways of moving that we say we're going to do to save our planet and ourselves, we're going to have to really walk a lot more. It is really striking how much people do walk in that neighborhood, and it's becoming a really attractive, maybe it always was, residential neighborhood in close proximity to retail. I also had a question about the residential balconies. At first, my concern was that they seemed too shallow because I think of balconies as a place where you put tables and chairs, but then I realized the more serious concern was that they seemed to me too noisy. Perhaps that's a question for staff, but how are they usable given the noise level on the street? We looked at another project recently with which Mr. Hayes is familiar that has really dealt with the issue, I think, the problem of how do you get attractive housing on El Camino that provides outdoor space in which occupants can effectively relax. We live in one of the great climates of the world, and where do I get to enjoy that on this project? I'm also concerned—if we could see the slide of the view from Grant Avenue.

Mr. Hayes: The perspective?

Board Member Furth: Yeah, looking across at the building from Grant Avenue.

Mr. Hayes: Not that one?

Board Member Furth: No. It was good.

Mr. Hayes: From Grant, oh, Grant, sorry.

Board Member Furth: On the south side of the building, looking at this project from the south side. Grant Avenue is, once you get immediately off El Camino, to me surprisingly it's lovely, it's soft. It has trees with feathery leaves. The dominant thing is greenery. There's multiple family housing which is terrific, but it's multiple family housing that's very open to the street. It has balconies. It has front lawns essentially on the multiple family. It's green. It was interesting hearing the comment about air quality on San Antonio earlier today, because for me the thing that happens when you have significant amounts of greenery and a lot of leaf space and not just kind of industrial, very low, trimmed across the top of the planter planting and trees that are evergreen and preferably trees that bloom and fruit, though, I realize

that I'm suffering from allergies myself right now, but there are plants that do that without making us all sneeze. The quality of the breathed air changes. I mean, the sound changes because you get sound from the plants, and the feeling of the air on your skin changes because of what the plants are doing to it. What concerns me is this looks like we're building a replacement heat island for the one we already have. I'm concerned that there's inadequate, that the view across from that residence which is opposite basically ...

Mr. Hayes: Is a parking lot.

Board Member Furth: The parking lot. It's horrible now, but I'm concerned that this is not making it as much better as it should, and that it could be much better.

Mr. Hayes: The three existing mature trees, so we're struggling again. Do we want to see the trees, which you can go out and look at or do you want to see the building? We've sort of hidden the trees. There are three large trees, if you look on the site plan, that are existing right here.

Board Member Furth: It's not your building. The building basically is opposite the commercial space that fronts on El Camino. It's further, it's as you go east on Grant. It's the view of the parking of the rear of the structure that I'm concerned with.

Mr. Hayes: This parking here?

Board Member Furth: Yeah.

Mr. Hayes: I see. I'm sorry.

Board Member Furth: No, no, you're ...

Mr. Hayes: I thought you were talking about the green.

Board Member Furth: I'm not commenting on your building.

Mr. Hayes: No, no. I thought you were talking about the green and what's not shown.

Board Member Furth: I know that you cannot put, I'm not suggesting that you plant out your driveway so you can't get through. This ...

Mr. Hayes: We do actually, if I just can point out just one second.

Board Member Furth: Sure.

Mr. Hayes: On the site plan, Board Member Furth, let's see. This whole, one of the struggles that you always have when you're dealing with parking in underground structures is that parking tends to occupy the whole underground, and then where do you put your vegetation. One of the reasons we're short four cars is that we could put them right here. But, number one, because of the house and because of needing, we want to have some place for storm water filtration, retention. This area is actually real, planted in the ground, earthen planters that are low. We have Chinese maple—I'm sorry—we have Chinese elms that are planted in this area. I would contend that there's going to be, it'll feel like a lot of landscaping. Not a whole lot of parking, but you've got to have some drive aisle to get down to the ramp. Trying to conceal the ramp off to the side and not having it right out here at the street level is also an improvement. This is all, everything on this back edge is all in the ground, the planting.

Board Member Furth: Chinese elms are big trees. What about, it may be that the Grant Avenue perspective is, as you say, trying to show the building. What about the planting areas on either side of the garage near the sidewalk?

Mr. Hayes: This, I don't know why the cursor seems to disappear every now and then. This is raised planter here. This is raised planter here. When I say raised, it's about 3 feet.

Board Member Furth: When I look at your pictures, it looks like it's 3 feet of planter and 6 inches of plant. I'm suggesting that more plant would be desirable.

Mr. Hayes: I would agree as well.

Board Member Furth: I also had a concern about the parking lot. I very much appreciate the offset access. I think that the problem of ramps going down into garages is an interesting one, and I think you've done a good job of moving that experience away from the pedestrians. I'm concerned about security and senses of security. Is it not going to be gated ever? It concerns me that if I'm coming home to those residential units late at night, I'm not going to feel safe.

Mr. Hayes: It would be gated and probably open during business hours so people could park there. Then after a certain time, it would come closed. We haven't really discussed that in any detail.

Board Member Furth: I would think that for this to function well for the people who live there, it should be gated. I think that's it for me.

Mr. Hayes: Thank you very much.

Chair Gooyer: Peter.

Board Member Baltay: Good morning. Thank you, Architect Hayes. This looks very good overall. I think I'll be able to support the project. I'd like to point out in increasing order of importance to me three items that, I don't know what to say. I'd like to see them changed, but I recognize it may not be possible. The first. On my site visit the other day, the existing mature palm trees are striking. They're striking from a distance. They're striking up close. I never realized quite how much I identified them with that restaurant. It really just brings a tear to my eye that we can't save even some of them.

Mr. Hayes: Yeah, but ...

Board Member Baltay: I saw the note that the arborist said they weren't in great shape, but they look to me to be doing well enough that, is there any way you could save any one or two of them? On this Sherman, on the Grant Road entrance in, for example, there's one right by the drive right now. Gosh, it's got to be ...

Mr. Hayes: If it's in a location, I'm not sure how well transplanting a palm would be, but ...

Board Member Baltay: Well, no, I don't think you could transplant it. You'd have to lose a parking place to get it in there.

Mr. Hayes: To be truthful, we never considered saving the palms, so I don't know really off the top of my head where they are relative to the garage below grade. If it was possible, we can look into that if that's something that strikes you.

Board Member Baltay: I acknowledge that that is not the first time you've heard comments from us, and it is pretty late to try to make that change. I find those palm trees quite striking ...

Mr. Hayes: They're very tall.

Board Member Baltay: ... and quite important to my impression, at least, of El Camino over the years. The second is, has to do with the concept of the pedestrian pathway. Again, being on that side, it's

striking how many people are migrating north and south along the back side of Olive Garden, along the alley you've so carefully pointed out. I think the idea of this pathway, as you pointed, it could be very good, but is there any way you could make that lobby open? In other words, not have glass doors that close it sometimes, make it an open space. Your architecture sure speaks to that. The buildings are separate masses. There's a new space below it. I understand the programmatic requirements might make that difficult. Another idea might be to do something with the paving pattern to make it more visually obvious that this is intended, at least, that people could walk through this space. Right now, the paving for the plaza stops at the door. I suspect most people would feel uncomfortable ...

Mr. Hayes: It'd be great to carry it through. We haven't, yeah. Point taken.

Board Member Baltay: Just some further efforts to try to get, allow that linkage to continue. It would help your retail or your office down at the ground level.

Mr. Hayes: I'll talk with my client about that.

Board Member Baltay: That's sort of second most important to me. And then I find that the corner of the residential building on El Camino and Grant to be problematic. And this is more where I'm thinking you've got this two-dimensional facade element you're repeating along El Camino, and then you flip it and repeat twice on Grant Avenue. I'd like to see if you could try to fold it instead on the corner. In other words, have a balcony that wraps the corner or windows that do that. Something that acknowledges that the building is at a corner; it's not just an inconvenient spot in the plan. Because the way you have it, the piece on El Camino at the corner is different than the rest of the rhythm ...

Mr. Hayes: It is.

Board Member Baltay: ... and I find that bothers me. Then when I look at the corner, you don't show us the perspective from El Camino looking north at this corner, but I think it would not be as attractive.

Mr. Hayes: I don't have it in here. It might be in the set of drawings.

Board Member Baltay: I didn't see it, the opposite corner from what you're showing us here. This is effectively what you're going to see on El Camino. That right-hand side is a pretty tall, blank wall.

Mr. Hayes: Look on A4.1, Board Member Baltay. Elevation, Perspective 6, the top left-hand.

Board Member Baltay: Yes, I'm sorry.

Mr. Hayes: There you go. The idea there was we have this rhythm of inserted units that are these two-story blocks that march down El Camino. Yeah, you've pointed out that at the corner we turn it. And so you see sort of the completion of the Equitone rainscreen which is the gray, which is the outline that you see on the face of the units as it goes down El Camino. Then you, it sort of turns and you reveal the side of that block, and then that block is carved out to show where the, I'm going to call it wood siding, but where the Resysta siding is. It was quite deliberate to like take what was inserted in the front and insert it on that side and then erode the building so that you saw it.

Board Member Baltay: I'll confess my first thought, and no disrespect intended, was that Ken has some low-level draftsman doing the same floor plan over and over and he didn't want to change it, so he rotated it and they were done. And then I looked more carefully, and I thought no, he probably didn't do that.

Mr. Hayes: No, there was a lot of study.

Board Member Baltay: I really am thinking that there's more opportunity to do something more interesting at the corner itself than the gray element that's there. I think that's my strongest design

feeling, is that that corner is not as strong as it could be. I'd like to talk to my fellow Board Members about something. I went back through the South El Camino Real Design Guidelines, and it's quite a bit of reading. I have to say that this building conforms in almost every respect quite well with these guidelines. It is a three-story building; it does have retail on the ground floor; it does do the residential above; it has balconies; it has a nice plaza off the street; the parking is from the side streets. The one thing I found it doesn't really have, and it seems to me we haven't addressed it on several projects, is the sense of a base, middle and top to the architecture. There's a clear calling for that in the Design Guidelines. I think that runs a little bit counter to some of the current projects we're getting, which are a more contemporary style. So I've been scratching my head, because I like the building. I think it's good architecture and, yet, this base, middle and top, straight out of the Renaissance palazzo. It keeps coming, other towns are doing it up and down El Camino. I sort of ask myself why is it important. I think it allows buildings to have a linkage. Somehow the cap of the building relates to the next one. I'm becoming a little bit concerned we're going to wind up with, again Ken, don't be flattered, a Fifth Avenue full of Guggenheim museums and losing a sense there's just a background building up and down El Camino, which is what, I think, our real objective is overall. I wonder if we shouldn't be more saying to architects you have to tone it down a bit for many buildings and incorporate this base, middle, top architectural vernacular. I'm throwing that out to the Board because it's sort of a different way of looking at it, but I really would love to see what everyone else's take on that is. Those are my comments. Thank you very much, Architect Hayes.

Mr. Hayes: Thank you.

Chair Gooyer: Alex, you want to chime in as far as the question? Or go ahead and do your comments, if you want, and then ...

Vice Chair Lew: I'll incorporate it in the beginning, I think. Thank you, Ken, for the revisions. I would say like I was more opposed to this project at the beginning than other Board Members, and I still am. Really the main thing is the length of the facade on El Camino. Can I just say like on the things that I like about the project? I like the sizable residential component. I like that they're townhouses. I like the skylights in the corridors.

Mr. Hayes: It's my understanding a townhouse is like a two-story unit. Whether it's on the ground or not is irrelevant.

Vice Chair Lew: There's a difference about a townhouse versus a row house.

Board Member Furth: That's because you're from the East originally. (crosstalk) grow up here.

Vice Chair Lew: In Mountain View they have some multifamily design guidelines, and they distinguish between townhouse and a row house. The row house is the thing that is like the brownstone with the steps going down to the sidewalk.

Board Member Furth: (inaudible)

Vice Chair Lew: Anyway, I like the residential component of the project, and I like the extensive ground floor retail. I think generally the architectural style that you're using is compatible with the buildings on Grant and Sherman. So that's all fine. But I am opposed to the project because of the length of the facade on El Camino. I did bring some drawings; I think staff has them, and the Board has them. Your building is longer than any other building in the vicinity on El Camino, and there's less modulation than any of the other buildings in the vicinity. You have a very articulated facade. I like all of the recesses that you have on the upper balconies, and that's all fine. I think our better buildings have bigger breaks. They have more prominent lobbies facing El Camino. Like the David Baker building across the street has a big glass connector piece between the two buildings. It really provides a break in the building. I think you've made some revisions, and I do appreciate that, but I don't think it's enough given the length of

the facade. I mean, this project is longer than your Alma Village building, a little bit, not a lot. It's like 20 feet.

Mr. Hayes: Yeah, I'm not sure. I think this is 180 feet ...

Vice Chair Lew: I thought it was like 200 and ...

Mr. Hayes: ... from here to here. No, but this ...

Vice Chair Lew: You're saying that, the total length is more like 200 ...

Mr. Hayes: Right, but you have to admit that this looks like it's broken. It's clearly differentiated, the commercial from the residential. Right? I mean, wouldn't you agree?

Vice Chair Lew: Yeah, I would, I think just in terms of urban pattern, like, I like Hamilton Avenue which has like two buildings per block, split. Like, they're 100 feet, 100-plus feet, 100-plus feet. Here the ratio is off to me.

Mr. Hayes: It's like one-fifth/two-fifths or one-fifth/four-fifths.

Vice Chair Lew: Yeah. And that the residential component is just too overwhelming for the block. And it doesn't really fit the urban pattern on El Camino that's already there. Yeah, that's where I am on that.

Mr. Hayes: I just have a question. I'm confused, because the time to have said that would have been 14 months ago, Alex, when we brought that concept, when we brought the concept forward.

Vice Chair Lew: I think I did, and I think that I was in the minority. I think that the rest of the Board, I think my opinion was not as strong as it was.

Mr. Hayes: You said it reminded you of Alma Plaza. You did say that, but you didn't say that you felt it was too long, in my recollection.

Vice Chair Lew: One of the things that I've been doing separately from the ARB is actually tracking all of the buildings together. I would say that I don't think my comment is far off . I apologize if I wasn't very clear before. I think we've gone through this exercise before. So like Carraso's College Terrace Center a couple of blocks way, it's a slightly longer site than yours, but like when that went to the PTC initially it was one big, long, block building. The PTC said no way, and they made him separate it into two buildings, one garage, and then there's a bridge that connects the two portions of the building. And then it came to the ARB. The ARB didn't really ever see the one long, block of a building. I think the other thing too on Alma Village is that we've gotten so much criticism for that. I think the building is fine, but there's a combination of street setback, having 40 mile an hour traffic right in front of this ...

Mr. Hayes: It's an 8-foot sidewalk, I think.

Vice Chair Lew: No, I've measured ...

Mr. Hayes: That was all dictated to us.

Vice Chair Lew: I've measured Alma Plaza, and it's sort of like 10 to 12 feet. It depends where you're measuring from on the curb, and you have pilasters and what not. I do think that the architecture here is more articulated ...

Mr. Hayes: A lot more.

Vice Chair Lew: ... and you have more glass on the ground floor. I don't want, just compare it direct, make a simple, direct comparison. I'm just saying I think we could do better here. I'm mindful of our new process and all of the problems that causes you. I'm very mindful of that. I think the second thing, I'm less opposed, is the plaza on Sherman. I think ultimately I'm sort of siding with Board Member Baltay. I think that a stronger alley connection, even if it went straight through, would ultimately be better for the urban pattern. In our Urban Design ...

Mr. Hayes: I will talk to my client about that notion. I like that.

Vice Chair Lew: Our Urban Design Guidelines do argue for stronger alley connections and also connections between the alley or whatever, you have parking in the back, to El Camino, which you don't have. You could go through your building, through the retail space, to get to El Camino. That's also in the Guidelines, and you're not doing that. I agree with Board Member Baltay on the corner. Then the top, middle, base thing, I'll also agree with you about that. We haven't been enforcing it. I think that we would be better off if we did. So I have some nitpicky things here. I think some of your drawings are showing planters along El Camino in some of the (crosstalk) ...

Mr. Hayes: I saw that.

Vice Chair Lew: ... perspectives, but they're not in the landscape. Like 12 feet of concrete is not so good in my book without any planters. I think there's a ...

Mr. Hayes: I have a question then. We'd love to have planters there, where we're showing them, but they would be in the public—actually no, they'd still be on our property, I think, because we're ...

Vice Chair Lew: You have some setback ...

Mr. Hayes: ... we've got more of a setback. It's a 12-foot from face of curb to face of building, so we might be able to keep them on our property.

Vice Chair Lew: You're allowed wiggle ... That is the effective sidewalk, right, and you're allowed the 12 feet. The things that are on your property is a gray ...

Mr. Hayes: That was my question. I think we'd be on our property. If we were in the right-of-way, we'd have a problem.

Vice Chair Lew: I think you have, I think there's wiggle room. I don't know what staff thinks about it, but I think there's wiggle room for that.

Mr. Hayes: I think we'd like to see planters.

Vice Chair Lew: You may be able, I think to Wynne's comment about the landscaping on Grant, you may be able to do continuous planter strips instead of tree wells. That would be more consistent with the residential nature of Grant. I don't know what utilities are down there. I know that's a complicated issue. Your bike rack seems to be totally unusable in my ...

Mr. Hayes: Unusable?

Vice Chair Lew: It's very cool, I have to say. It looks like you have to use a cable lock, and those are pretty useless by most bicyclists' standards. You need to be able to get the U-lock through there, and then ideally you want to lock both wheels. It seems to be very difficult to do with that. I will defer to Transportation, because I think they're the arbiters of the bike rack standards. I think that's all that I have. Again, we're not making a motion today, as I understand this from staff, but I think I would be a no on this. I wish I had better, like, I think that you're following all the City guidelines. I'm arguing that we should have yet more standards in regard to facade length. Other cities do, and we don't. I don't

think that you're doing anything, that you're violating any of our zoning. The only thing that I can stand by is in our compatibility standards, that you're trying to make, fit in with the rhythm of the neighboring context. I wish I had something more quantitative.

Mr. Hayes: We're trying to do that with the rhythm of the units obviously, but not changing the style of the building so it looks like a different building.

Chair Gooyer: I do agree that, as you said, the old concept of a base, a middle and a top, we are losing. I think it's probably, mainly because we look at a lot of these buildings as individual entities. As you said, after a while you end up with all these little items next to each other. They somewhat relate in scale but not really in any flow. I think that could be a problem. As far as this building itself, the one thing I didn't like about it the first time, and again I've mentioned that on a couple of your, I don't like the repetitiveness of the six items. I guess I'm different than the other people that are here. The length of the building I don't have a problem with other than the fact that I think you're just enhancing it where you get the six that are very repetitive, and then the corner basically doesn't really help that any. To a certain extent, I know there was a lot of thought given to that, and it isn't just a "we decided to turn it 90 degrees." I mean, I can see that. It gives that initial, at least to me it gives that perception from the outside. It's the old if you drive by at 40 miles an hour, nobody really can appreciate the thought you put into doing that. I don't know if it's benefiting you from the exterior. That sort of thing. I like the separation, as you said, of the commercial from the residential that are two distinct items. I even like the way you handled each individual unit with the balcony and how it relates to the adjacent bedroom. Like I said, I think that corner needs work on the Grant side. I also agree that the link between, there's nothing worse than seeing a nice visual shot all the way through. You walk up and there's a glass set of doors that are locked. I think you could probably, if you had to, make that lobby or that area a little wider, even if it means the building or the portion of the building further down away from El Camino gets a little, comes a little bit closer to the street to make up the square footage you're losing. Even if you make it so that there's a lobby that's half glass-enclosed, yet there's still a walkway that goes past it. That's ...

Mr. Hayes: I like what has come out of this in terms of that walkway maybe being open. I like that.

Chair Gooyer: Exactly, exactly. Other than that, it's sort of a, I'd like to approve it, but I'm not, it's not there for me yet.

Mr. Hayes: You can't vote today, right, because we haven't gone to Planning Commission yet. We go next week to Planning Commission, as staff pointed out. Something like the corner, is that an item that could come back for ...

Chair Gooyer: That's probably an awfully big item for a subcommittee.

Mr. Hayes: We have three projects that are all of a sudden jammed into the next three weeks. I ...

Chair Gooyer: I understanding where you're coming from, but I can't judge this with the biggest criteria being you're in a time crunch.

Mr. Hayes: Understood, right.

Chair Gooyer: I have to look at it for ...

Mr. Hayes: How about (crosstalk).

Chair Gooyer: We sit here because we have a certain amount of knowledge, and we're doing this for the best of the community. I'm not saying that you haven't been pushed into this corner to a certain extent, maybe through no fault of your own or whatever the case is. That's not really the point. I can appreciate that, but I can't use that as the criteria for making my decision. I mean, it may mean some

real push. It could if, as you said, I think a couple of us have a problem with the corner. If the corner goes 75 percent of the way there and we're pretty happy with it, we could say the fine-tuning aspect of it could go to subcommittee, but not the overall "we'll put a corner on it in the subcommittee."

Mr. Hayes: Later, right, yeah. Understood. Thank you.

Chair Gooyer: Anything else from anyone?

Board Member Furth: I just wanted to say that, ask staff. The Context Based Criteria do apply to this project?

Ms. Netto: Yes.

Board Member Furth: At this point, I have no opinion on the corner of the building until I finish listening to you all. I have opinions on two things. One is that I think it's essential that the pedestrian walkway between the two buildings, between the two streets, be something that looks like it's where you're intended to go and that it's available and open. It needs to be ...

Chair Gooyer: More inviting.

Board Member Furth: It needs to be inviting, and not like I'm just cutting through somebody's parking lot. I think that will be a positive addition to the neighborhood, and it will just make it better. I'm very struck by what Alex says about the solid frontage on El Camino. One of the things that does make walking and being at a place more attractive is your ability to duck off that highly noisy, congested space to somewhere more attractive. I agree that this needs more landscaping on this extra-wide area that we'll call sidewalk, much of which is located on the applicant's property. I think it needs to be significantly attractive. I do not consider Rafael [phonetic], if it's pruned within an inch of its life, anything attractive to sit by or walk by, but there are lots of attractive plants that are attractive to sit by or walk by. I don't consider this, at this point, with regard to landscaping of the eastern portion of the project to be compatible with the development across the street. I think it's too bright, too hard, and insufficiently green. It may be that I don't understand how to read the plans, but I don't think that's it. I think the Chinese elms are good. I think that's a large tree that can be a significant presence, pretty untidy to live under. I'm concerned about how this works all year. I'm concerned about what it's like in the winter. I'm concerned about what these trees do throughout the year, not just at the little interval where the London planes are fully leafy. I don't think it's compatible yet, because if you look across the street, you get a radically different approach to residential living. Thanks. Which is unarmored essentially. This building is armored against the external environment, the ...

Mr. Hayes: Armored?

Board Member Furth: The residential is up off the ground floor. It's sealed away. The parking is underground, and it doesn't, I can't walk out of my residence onto the street or into my front yard.

Mr. Hayes: That may not be a style of living that you like.

Board Member Furth: That's, it's not, what I'm saying is across the street, I mean I live in a fairly ...

Mr. Hayes: That's a different zone, though, right, RM-40.

Board Member Furth: But it's, but we're talking about context, and we're required to find it ...

Chair Gooyer: When we talk about different zone, the average person standing there doesn't know the difference from (crosstalk).

Board Member Furth: I'm not saying that you should be building that. I'm saying that when you build what you're building and the product that you're building, it needs to not damage the way of life across the street. That's what these Context Based Design Criteria are. I'm not arguing that you should change your building. I am arguing that you change your landscape approach. I like what you, I believe I like, as far as I can tell. I like what you've done in moving the, a lot of the things that I think are frequent problems when you try to make these things fit together, you solved those problems by pulling back your ramp and doing the (inaudible) and having significant trees that are in the ground. I mean, I live in a residential infill project that used to be a printing press. We are insulated from Lytton Avenue's traffic by a commercial building, which has a great big garden behind it. That, in my view, is an ideal context shift. It's possible that your building will make it a better neighborhood to live in, and that's the goal.

Mr. Hayes: Thank you.

Chair Gooyer: Anyone else?

Board Member Baltay: Wynne, I didn't hear any comments from you about my base, middle, top business. Do you have no opinion on that?

Board Member Furth: I could pull out my art history credentials, but I am fairly knowledgeable about Italian Renaissance architecture based on my 6 months living in Florence with Matt Kahn lecturing me daily. I am concerned that, I think you ought to be able to tell where you are on El Camino. I think that there should be something about the rhythm of the buildings that isn't, as a layperson I don't know how it's done, but I know it when it's missing. I'm concerned that we don't have it. I understand that it has a great deal to do with how buildings are spaced in relation to each other and the lines we unconsciously draw connecting them. I do not see how buildings like this will be that successful on this avenue. I mean, I tend to be slightly not at the "grow a little ivy over it" school but "plant significant trees" school. That's one of the classic indicators of a boulevard, is significant, big landscaping that pulls things together. I think that it's worth, actually I should say our guidelines say you're supposed to do it, so we should do it.

Chair Gooyer: You got enough?

Mr. Hayes? Yes, thank you very much.

2. **744-750 San Antonio Road (15PLN-00314):** Request for a Community Scoping Meeting to take verbal comments regarding the scope and content of the forthcoming Draft EIR. The proposed discretionary Architectural Review application is for a request by Rashik Patel on behalf of M10 Dev, LLC for Architectural Review of a lot merger, architectural review, demolition of existing structures and construction of two new hotel buildings (297 rooms in 153,580 square feet). The project includes surface parking and an underground garage, hotel amenities and other minor site improvements. Environmental Assessment: An Environmental Impact Report will be prepared. Zoning District: Service Commercial CS. For more information, contact Sheldon A. Sing at sheldon@mplanninggroup.com.

3. **355 University Avenue [15PLN-00237]:** Request by Terrence Murphey of Hayes Group Architects, on behalf of Palo Alto Masonic Temple Association, for Architectural Review, Historic Review, Sign Exception, and Seismic Rehabilitation Floor Area Bonus for new façades and signage on University Avenue and Florence Street, new ground floor parking accessed from the adjacent public alley, new second story with outdoor rooftop display area, and interior modifications. Environmental Assessment: Categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per CEQA Guideline Section 15301 Existing Facilities, Section 15304 Minor Alterations to Land, and Section 15311 Accessory Structures. Zoning District: Downtown Commercial (CD-C(GF)(P). For more information, contact Rebecca Atkinson at rebecca.atkinson@cityofpaloalto.org.

Study Session

Minutes Approval:

January 21, 2016 Draft Minutes
February 18, 2016 Draft Minutes

Subcommittee Item

180 El Camino Real [15PLN-00355]: Review responses to Condition of Approval #14 regarding b) exterior lighting and f) living wall for The North Face at Stanford Shopping Center.

Board Member Questions, Comments, Announcements

Adjournment

ARCHITECTURAL REVIEW BOARD
EXCERPT OF MINUTES: March 17, 2016

City Hall/City Council Chambers
250 Hamilton Avenue

Call to Order

Roll Call

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

Absent: Board Member Peter Baltay

Oral Communications

Agenda Changes, Additions and Deletions

City Official Reports

1. **Future Tentative Agenda Schedule and Subcommittee Assignments**
2. **List of Staff Approved (Minor) Architectural Reviews**

Continued Business

3. **2515-2585 El Camino Real [15PLN-00170]**: Request by the Hayes Group Architects on Behalf of ECRPA, LLC for Site and Design Review to Allow a New 39,858 Square Foot, 3-Story Mixed Use Building Including Retail, Office, 13 Residential Condominium Units and One Level of Underground Parking on a 39,638 square foot Lot to Replace a 9,694Square Foot Existing Restaurant (Olive Garden). The Project Includes a Request for a Conditional Use Permit (CUP) to Exceed the 5,000 Square Foot Office for the Site by Approximately 4,835 Square Feet. Environmental Assessment: An Initial Study was drafted and a Mitigated Negative Declaration was circulated on January 19, 2016. Zoning Districts: CC(2) and CN. For more information, contact Margaret Netto at margaret.netto@cityofpaloalto.org.

Chair Gooyer: Could we have the staff report?

Margaret Netto: Good morning, Chair and Board Members. My name is Margaret Netto. I'll make a brief staff presentation. As noted, this item was continued from the March 3rd Architectural Review Board meeting. The ARB was generally supportive of the project and offered some recommendations to break up the facade along El Camino Real; make the pedestrian connection between Sherman and Grant Avenue more friendly; break up the El Camino Real corner; and also provide more seating along El Camino Real. On March 9th, this item went to the Planning and Transportation Commission. The PTC recommended approval of the project to Council along with encouraging the Council to request a higher number of units and to include a TDM plan for the parking reduction. That concludes my staff report, and the applicant is also here to make a presentation. Thank you.

Chair Gooyer: Thank you. Are there any questions of staff? Go ahead.

Board Member Furth: Now that the project we just reviewed, was that 901, is no longer applying for office space in this session, what does that to do the competitive process or the approval process? Could you explain?

Jodie Gerhardt: Yes. I'm getting some confirmation from this, so I may have more information as we go along, but now that we are under the 50,000 limit, these would not need to be reviewed by Council. They would be approved by the Director. I just need to confirm what that sort of window that the Director can approve them in ...

Board Member Furth: Whether we're still under a timing constraint?

Ms. Gerhardt: I think we are under some time constraints, but not March 31st. Again, the rest of these items have been to at least one ARB hearing prior to this.

Board Member Furth: I'm not arguing that we should be dilatory; I just want to know what the consequences are to applicants if we're unable to approve a project.

Ms. Gerhardt: I hope to have a deadline for you shortly.

Board Member Furth: Thank you.

Chair Gooyer: Any other questions? Could we hear from the applicant then? You know the drill, Ken. You've got 10 minutes.

Ken Hayes: Hopefully I won't take nearly that much time this morning. Good morning. Ken Hayes with Hayes Group Architects. I'll be presenting the project on behalf of my client, Victor Lo, who is here if you have questions. Unfortunately, Brian Fletcher with Callander and Associates had to leave. We were messed up on the agenda this morning. So I'll try to answer any questions on landscape, if you should have some. Let me go back to the beginning. This is not—okay. This is the site plan that you saw 2 weeks ago. We were, although you were generally supportive, you had some encouraging ideas and things that we should consider. One was the possibility of making this an open, all-day, all-time-of-day pathway linkage between Sherman and Grant. You also suggested that to help break up the frontage that we should consider something, although we had something different on the corner, something a little more different on the corner to break the mass. So we have something to show you with regard to that. Then Board Member Furth had concerns about some of the raised planters in this area. I pointed out at the hearing that in fact we don't need to make them raised there any longer, and we can actually put them in the ground. Then perhaps think of some way to tie this side of the building in with the Grant Street neighborhood. As you proceed down Grant, you tend to have landscape strips between the sidewalk and the curb. Then lastly, we had and then we removed them and now they're back on El Camino Real some potted plants that sort of matched the rhythm of the building as it extends along the street frontage. We have created this linkage that was suggested from the plaza on Sherman all the way through the site on the back side. You'll have storefront windows for that entire length. We'll take the featured paving that we have in front in the plaza and just draw that right through on the back edge, so that you have this defined, enhanced paving material. We also looked at the landscaping on the upper right-hand corner, if you will, and have removed the planter, which it shows here the raised planter is gone. All that vegetation is now in the ground plane and depicted on the landscape drawings. We have added the—I don't know if this has a pointer—added a planter that runs from the driveway all the way to the corner along Grant Avenue. And we have grasses and shrubs in that planter to help tie it to the street further down on Grant. Then at the corner we have increased the landscaped raised planter area, but also pushed the building back between 5 and almost 12 feet, like 11 1/2 feet, to create that, a break in that facade. This is what we had before. Hopefully it looks better on your screen than it does up there. Certainly you have the drawings. This is what was before. The far, right-hand side on El Camino is a unit like the others. It's turned 90 degrees, and we thought perhaps that we could do a better transition there. What we've done is, on the far left-hand side here where it transitions to the commercial, we actually have a reveal in the building that has a balcony, that is about 8 to 10 feet deep.

We have a material change on the ground floor to the concrete so it ties and wraps around the corner. So we've taken that idea for the new corner now on the far right-hand side so we pretty much frame the five condominiums that are between the two corners, between these two reveals that again are about, it's about 10, about 11 feet back to the wall of the unit on the right-hand side, which is similar to what it is on the left-hand side where it transitions to the commercial. I think that creates this rhythm break. I still like the five units in a row, but it addresses I think Board Member Lew's comment about a little bit too much of it along El Camino. You can see that we've wrapped the storefront window at the ground floor. There is a column there similar to what we have on the far left-hand side at Sherman. The retail window will now wrap, whereas before there was a column there. It recreates that whole corner, I think, in a pleasant way. Then you can see the revised side elevation on Grant above that, where you see the window wrapping at the ground floor, the planter. Then the balconies are still on that side; we wanted to get those balconies to face Grant. This is the 3-D before that you saw last time, and so now we have the break and you actually read a pretty good piece of wall that extends into the building, like I said, about 11 feet. Then the unit is still on the end. The unit, we're still employing the concept of taking these units and plugging them into the main form. And then you can see how the material change on the ground floor really helps break that piece up, and then we reinforced that with the raised planter. The unit was completely redesigned on the inside. I don't have the slide of that in the presentation, but it's in your packet. Again, from the north looking south at that corner and how that would break the form. It is a balcony off the kitchen on the first level of the condo, so it's a usable space off of the kitchen. This is probably the most revealing view, and I know you're going to say no one ever sees it like this, but that's how we design. This is how we would break it so it becomes this unique element on the corner, not unlike the uniqueness of the commercial piece, but it still reads residential. We're still matching the Equitone; we're still matching the Resysta, and then we're taking the concrete base that we have on Sherman and using that here on the corner. That's my presentation. Thank you.

Chair Gooyer: Thank you. Questions for anyone, for the applicant? Is there anyone in the audience who would like to address this Board on this item? Seeing none, I'll bring it back to the Board. Kyu, you want to start?

Board Member Kim: Sure. Thank you for bringing the project back. I apologize for having missed your last presentation 2 weeks ago. I was able to catch-up. Overall I'm very excited about the direction that it's gone. I'm very pleased with the new corner treatment.

Chair Gooyer: I tell you what. I'd forgotten about the card; I remembered it here. There is one person that wants to speak. They didn't mention anything, but I have one card here. That would be Jeff Levinsky.

Jeff Levinsky: Good morning, Commissioners. I wanted to address three points, relatively simple, about this project. First of all, if it's still true that the project is applying for a shared-use parking exemption, in the past there's been a study done. The Code requires that there be a study done to show how that would work. I haven't seen that in the packet, and we asked for it and didn't get a copy of any such study. The second point is that the Code also requires that for this project there be a separate loading space onsite. We didn't see that in the plans. Maybe it's there; we just missed it. The third point regards the FAR of the project. The project, of course, is a mixed use, and the residential FAR is 3 1/2 feet less than the total allowed FAR for the site. That's fine except that if you look at how the shared spaces were allocated between the different uses, it's not consistent with other projects from the same architect. If you look, for example, at the basement utility room, it's a 600 square foot space. What they've done is, even though over half the building is residential, they've given two-thirds of that space to nonresidential use. The same thing happens on the top floor. Then if you look at the second floor, they've allocated half of the circulation space to office, but the office is a lot less than half of that floor. Any of these changes, if any of them were corrected for, the building would be over its FAR for residential. When I added up, it would shift approximately, over 500 square feet from nonresidential to residential by making the normal adjustments for how to handle that space. It would be helpful, I think, overall if projects were consistent in how they do this. Maybe you can give comment on that as well today. Thank you very much.

Chair Gooyer: Thank you. Why don't we—sorry about that. Why don't you go ahead and start again?

Board Member Kim: That's fine. Would staff like to comment or respond to those comments?

Ms. Netto: Yes, there was a shared parking study prepared by Hexagon Consultants, which actually showed that, with that shared parking, 95 spaces would actually be required in this mixed-use project. They are proposing the 104 parking spaces. Yes, there is a loading parking space. You can see it on Sheet A0.3. It is a timed loading space, so it's between 7:00 a.m. and 10:00 a.m., and then there's also a space on, I believe it's on the Emerson side, street side, that's also for loading as well. But there is one onsite space. Then as far as the FAR and the allocation, staff did look at that and felt that it adequately addressed the ratios of mixed use. I hope that answers your questions.

Chair Gooyer: Thank you.

Board Member Furth: Excuse me. Was the parking study made available to the public?

Ms. Netto: It was part of the Initial Study/MND, so it should have been part of, I mean it was also addressed in the Initial Study as well.

Board Member Furth: Or referenced.

Chair Gooyer: I'll bring it back to the Board then. Go ahead, Kyu.

Board Member Kim: Thanks, again, for bringing it back. I was really quite pleasantly surprised by the new corner treatment and very much in favor of that. I think it's a very elegant way that you've kept some of that same character, yet made the massing of that corner so much better than it was. Just a second. I think compared to the previous project that we reviewed together with the HRB, I think in this case because it is along El Camino, there is somewhat of a different rhythm that could be addressed. Having said that, I think the way that you've addressed it works quite nicely with El Camino Real. Of course, it's better than the existing building that's on the site, and it makes much better use of that space. Thank you again for having the majority of the parking underground. That's always an excellent choice. I think just a small comment. There were some section details on Sheet 8.2. I think some of those references still needed to be updated, but overall I appreciated the way that you've laid those out. We've been there previously as well.

Mr. Hayes: Not all the sheets have been updated with the revisions just from the timing standpoint.

Board Member Kim: I think we've commented quite a bit on the project in the past. As far as the new corner treatment, I'm very much in favor of it. I think it's been well done, and I think I would be ready to approve the project today. Thank you.

Mr. Hayes: Thank you.

Chair Gooyer: Alex.

Vice Chair Lew: Thank you for all the revisions. I think this project is really a very nice project. I'm still probably opposed to it. I'm thinking that as nice as the building is that conceptually, for me though, like of all the modulations that you have put in, it's still more than, it's still less than all of the other buildings on El Camino that are built at the build-to line. I would just say, like for example, the building across the street, their modulation thing in the center, the glass bridge, it's like 25 feet, it's like a 25 by 25 foot notch in the building. The largest element that you have is maybe like 8 feet by 8 feet.

Mr. Hayes: I think it might be, one's 8, I think one's 12.

Vice Chair Lew: Yeah. I'm just so, that's where I am on this one, that it's a very handsome building that—I went back there yesterday just to make sure that I was reading your drawings correctly. I do think that that is just a very long frontage. It's the whole block long. It's not a huge ...

Mr. Hayes: I actually think that's the strength of the project.

Vice Chair Lew: It's not, like, the facade length, 240 feet on a 260-foot lot, is not huge by any stretch of the imagination. There are very few, like, I think, like Mountain View's specific plan for El Camino allows up to 250-foot long facades.

Mr. Hayes: Before a break.

Vice Chair Lew: Yeah. I'm still arguing that the pattern in Palo Alto, particularly in this area which is a pedestrian area, is smaller than that. But I do like the retail. I do like your units. I think the architecture is very articulated, and I like the vertical proportions. I like the plaza on Sherman, and I like all of the landscape enhancements that you have on Grant.

Mr. Hayes: Thank you.

Chair Gooyer: Wynne.

Board Member Furth: Thank you. First of all, thank you for putting street names on your site plans. That's very helpful to people like me who can never figure out what north, south, east and west are on El Camino Real. It makes it much easier to refer to things. Really appreciate it. Thank you for the increased landscaping, which I think helps, for the Grant Avenue neighborhood. I had a question. I also (inaudible) for staff or the applicant, the architect, which is what seating is there for the public along El Camino Real?

Mr. Hayes: We actually added, I forgot to mention that, at the corner, the new corner. At the Sherman, I'm sorry, the Grant corner, there is a cantilevered wood bench that projects from the raised planter. I can't tell you how long it is.

Board Member Furth: With a functional back.

Mr. Hayes: I'm sorry?

Board Member Furth: Which functions, then the planter then functions as the back?

Mr. Hayes: That's correct, yes. I think the ...

Board Member Furth: Every time I have more back surgery, you get more requirements.

Mr. Hayes: We have a bench with a back on the other project too. If you look at L1, you see it there. It's actually, it extends the length of the planter, so multiple people could sit apart from one another.

Board Member Furth: They could even chat. Not to defend us for not knowing everything, but I did measure. You gave us 4 1/2 inches of material this week. Sometimes double sided, mostly. I've been looking for standards for bench placement and I, when reading the CAP plan, you have one. The SOFA CAP says ...

Mr. Hayes: 12 feet.

Board Member Furth: ... 15 percent of the proposed linear footage with a minimum of 12 linear feet. There's a standard. Let me find my notes on this project.

Mr. Hayes: All of the planters along Sherman are also seats. That's primarily for the plaza, but to create a buffer at that edge.

Board Member Furth: Good. I had a, I forgot to say this, but I had a question from a member of the public, Asher Waldfogel, about are those London planetrees going to fit or are they going to have to be pruned significantly? Is their crown too big to be in those areas without intruding and requiring possibly less than lovely pruning? I wouldn't say mutilated. They're big trees; is there enough space for them to be big?

Ms. Netto: It was reviewed by Urban Forestry. I would assume yes, they can be placed there.

Board Member Furth: My only other comment is I've been looking at this block a lot while I drive north on El Camino. It's going to be radically transformed, and it's going to become enclosed. You're not going to see a lot of sky, and you're not going to see a lot of views through. I realized that's pretty much what the El Camino Plan seems to be visualizing. We'll see. I do think it emphasizes the fact that if this is to look like we're in Palo Alto, it means really working hard on the landscaping and really maintaining it. I'm very pleased that the plaza is not on El Camino. I went, inadvertently did a field trip to look at the one at, what is our hotel, new hotel just south of the Midas Muffler shop?

Vice Chair Lew: The Hilton Garden Inn.

Board Member Furth: The Hilton Garden Inn, which has an outdoor space with a fireplace and glass screens and deafening noise levels. I think before you bring us more of these, when you bring us more of these, it will be important to have sound data that's specific to those plazas. This one looks like a good one. I'm pleased with the changes to address the existing development on Grant Avenue. One of the comments last time we were here made me think that perhaps the applicants think that I think that it's inappropriate to have very different kinds of living units. I mean, these are second and third story; they're approached from an underground, secure garage; they're going to be ownership not rental or maybe they're rental. Anyway, they're very different, bigger than the sort of more modest, multiple family in the area. It's not that I think they should be the same; it's that I think they shouldn't diminish the attractiveness of living in those places. I think this project is a lot better than it was. I'd be prepared to approve.

Mr. Hayes: Thank you.

Chair Gooyer: Thank you. Yeah, I agree, the changes you made, I think, are a definite help. I guess I'm in the same situation that Alex is in. I'm still, I've mentioned it on this project a couple of times where it's sort of the repetitiveness of it almost to the extreme. The other way to look at it is all the other points of this building have just really improved greatly. That's one of these things that I could probably, I don't want to say overlook that, but sort of the good points outweigh the bad points. I think I'd probably be ready to approve this. Could I get a motion from someone?

Board Member Kim: I'm ready to move that we approve the project. Were there any comments on the Conditions of Approval or was there anything that ought to come back to subcommittee?

Board Member Furth: I did have actually one question. Sorry. I really, this project in some ways in terms of enhancing the residential neighborhood starts from a really low baseline. This is going to be nicer than an asphalt parking lot, even if that did provide a lot of easy access, and it may do a little noise buffering. As somebody who lives in an area buffered from a high-intensity street by office development, bigger development, multistory development, I appreciate that upside. My question was, again, I'm this hypothetical, older person, female, coming home at night to my nice secure garage. I get in the elevator. Will it bypass that open ground floor?

Mr. Hayes: Yes.

Board Member Furth: It's a key card?

Mr. Hayes: Yep.

Board Member Furth: Thanks.

Mr. Hayes: That was one of our concerns about the comment that we received 2 weeks ago, so we've addressed that.

Vice Chair Lew: I think that one, there's one additional Condition of Approval that could be added which would be to require the ground floor retail glazing to remain unobscured. Like, you can have window shades or they could build a wall behind it, but that the glass has to be transparent. Like, no film on the, no film directly on the window.

MOTION

Board Member Kim: I will move that we approve the project with the added condition that the glazing on the ground-floor level remain unobscured.

Chair Gooyer: Any other comments? Do we get a second?

SECOND

Board Member Furth: I'll second.

Chair Gooyer: All those in favor.

Board Member Kim: Aye.

Chair Gooyer: Aye.

Board Member Furth: Aye.

Chair Gooyer: Opposed?

Vice Chair Lew: Nay.

MOTION PASSED

Chair Gooyer: It passes 3-1, one absent.

Mr. Hayes: Thank you very much for your time today.

New Business

4. **2747 Park Boulevard [14PLN-00388]:** Request by DES Architects, on behalf of Jay Paul Company, for Architectural Review of a new three-story 33,323 sq. ft. research and development project, replacing the existing 4,800 sq. ft. commercial building. The project provides 133 parking spaces and includes landscape and pedestrian amenities. Environmental Assessment: An Initial Study and Mitigated Negative Declaration were circulated on January 29, 2016. Zoning District: General Manufacturing (GM). For more information, contact Clare Campbell at clare.campbell@ctiyofpaloalto.org.

5. **411-437 Lytton Avenue [14PLN00-489]:** Request by Hayes Group Architects, Inc. On Behalf Of Ehikian & Company for Architectural Review to allow the demolition of an existing

commercial building and the construction of a new three story mixed-use, office and residential building (two units) and a 1,417 sf Addition To An Existing Historic Category 2 residence on two lots to be merged. A two level underground parking garage is proposed to be constructed under the new mixed use building adjacent to the existing residential building. Environmental Assessment: A Mitigated Negative Declaration was circulated February 26, 2016 to March 17, 2016. Zoning District: CD-C(P) Community Commercial Downtown District and Pedestrian Shopping Combining District. For more information, contact Sheldon Ah Sing at sheldon@mplanninggroup.com.

6. **429 University Avenue [14PLN-00222]:** To Consider an Appeal of the Director of Planning and Community Environment's Architectural Review Approval of a 31,407 Square-Foot, Four Story, Mixed Use Building with Parking Facilities on Two Subterranean Levels on an 11,000 Square-Foot Site. Environmental Assessment: An Initial Study was prepared and a Mitigated Negative Declaration was circulated from November 17, 2014 to December 12, 2014. Zoning District: Downtown Commercial (CD-C (GF)(P)) District. For more information, contact Christy Fong at Christy.fong@cityofpaloalto.org.

Study Session

Minutes Approval: March 3, 2016

Subcommittee Item

Board Member Questions, Comments, Announcements

Adjournment

Planning and Transportation Commission
Verbatim Minutes
March 9, 2016

EXCERPT

QUASI-JUDICIAL APPLICATION

1. 2515-2585 El Camino Real [14PLN-00321]: Request by the Hayes Group Architects on Behalf of ECRPA, LLC for Site and Design Review to Allow a New 39,858 Square Foot, 3-Story Mixed Use Building Including Retail, Office, 13 Residential Condominium Units and One Level of Underground Parking on a 39,908 Square Foot Lot to Replace a 9,694 Square Foot Existing Restaurant (Olive Garden). The Project Includes a Request for a Conditional Use Permit (CUP) to Exceed the 5,000 Square Foot Office for the Site by Approximately 4,835 Square Feet. Environmental Assessment: An Initial Study was drafted and a Mitigated Negative Declaration was circulated on January 19, 2016. Zoning Districts: CC (2) and CN. For more information, contact Margaret Netto at Margaret.netto@cityofpaloalto.org.

Chair Fine: Will bring us back to order for our second item which was a quasi-judicial application for 2515 and 2585 El Camino. This is a request by the Hayes Group Architects for a site and design review of a new mixed use building. This is a quasi-judicial project and just for the record Commissioner Downing has departed us. She's recused herself from this topic based on a sphere of influence or Cara? Proximity.

Cara Silver, Senior Assistant City Attorney: Thank you. Cara Silver, Senior Assistant City Attorney. Kate Downing has a leasehold interest in some property close to the project so she has recused herself.

Chair Fine: Ok. And there are two major things for us to consider tonight. One is a Record of Land Use Action (RLUA). You can find the four criteria for this on Page 5 of the staff report. And then also a Conditional Use Permit (CUP) to exceed the 5,000 square foot of office for the site. As you may have seen there was an environmental assessment which included a mitigations around hazardous contaminants and vapors. With that I think let's kick it off with a staff report or… any disclosures? Thank you.

Jonathan Lait, Assistant Director: Ok, so thank you. Margaret Netto our Contract Planner is going to give the presentation for this project.

Margaret Netto, Senior Contract Planner: Good evening Chair and Planning Commissioners, my name is Margaret Netto and I'm a Senior Contract Planner here with the City. The project overview the proposed project would involve demolition of the existing Olive Garden building which is about 9,694 square feet (sf) and surface parking

lot and construction of a new three story, 39,858 square foot mixed use building including retail, 13 condominium units, and also office.

This is the location map. The project site consists of two parcels located on the northeast side of El Camino Real between Sherman and Grant Avenues. The site has two zone districts and two comprehensive land use designations. The restaurant and its parking are within the CN, the Neighborhood Commercial Zone and the neighborhood, and have a Neighborhood Commercial comprehensive land use designation. A small portion of 2515 El Camino which is the parking lot in the back is with the Community Commercial and that's the CC(2) Zone and has a comprehensive land use designation of Regional Community Commercial.

Sorry about that. And this is the site plan which proposes approximately 10,000 sf of ground floor retail, 9,000 sf of office on the second and third floors, and 19,000 sf of residential condominiums on the second and third floors. Access to the underground and surface parking lot is from Grant and Sherman Avenue. No access will be provided off of El Camino Real. That existing curb cut will be removed.

This is a view from Sherman Avenue. The building concept includes a modern design with street facing building walls meeting the current build to line regulation and little planters are proposed on Sherman Avenue. The next slide shows the El Camino Real elevation and the building concept includes the modern design with straight facing building walls meeting also the current build to line regulation. Little planters are proposed on Sherman Avenue, I mean on El Camino Real.

Tonight the Commission purview is the site and design process and this is intended to ensure the development in environmentally sensitive areas will be harmonious with other uses in the vicinity. The Commission shall review the following objectives as noted. The orderly construction and operation the project is designed to minimize the visual impact of the structure by stepping the building back providing plaza area with planters, street trees, and landscaping along the building frontages. The materials and landscaping selection have been designed to complement the building and surroundings and ensure desirability of investment the project will maintain desirability of investment in the same and adjacent areas and the proposed design, size, and use of the site are consistent with the zoning and the existing uses on El Camino Real. Ensure environmental design and ecological balance observed. Various screen building measures have been incorporated into the project and replacement trees will also be planted. And also as noted in the staff report the project does meet the Comprehensive Plan.

I want to highlight some of the zoning compliance topics as noted above. The project includes a request for a CUP to exceed the 5,000 square foot of office for the site by

approximately 4,835 sf. The CN Zone does allow for 25 percent of the site or 5,000 sf for office use; however, office use may be allowed to exceed the maximum size subject to issuance of a CUP and I know that the staff report noted that this was the purview of the Planning Director, but this will actually all be bundled together as one approval to the City Council. And these findings will be included in the record of land use approval.

And also number two, this project is subject to the interim ordinance that established a 50,000 sf annual office limit on R&D. And number three, this project is subject to the affordable housing requirements and the applicant is proposing to provide one Below Market Rate (BMR) unit and the fraction will be paid, the fraction thereof will be also paid to the City. And number four, parking the project is half of the parking; half of the property is with the California Avenue Parking Assessment District. The parking requirements inside and out of the Assessment District have two different requirements. The parking would provide 104 spaces where 108 would be required for parking spaces for mixed use. The applicant will request a shared parking adjustment for four of these parking spaces and then that's less than 4 percent.

An environmental document was prepared, an initial study Mitigated Negative Declaration (MND). The public review period was from January 19th to February 18th and no comments have been received to date. The next step this item actually went to the Architectural Review Board (ARB) on let's see, March 4th. And the ARB did bring up two issues at that meeting and one was to enhance the proposed pedestrian connection between Sherman and Grant Avenue and they were also concerned with the length of the façade on El Camino Real.

So the next steps after upon recommendation by the Planning Commission this project will go back to ARB on the 17th and staff will forward the Commission and ARB recommendations to City Council. And with that here is the Motion if you choose to do this tonight and I'm here to answer any questions and also we have Heather Ivey here from Dudek if you have any questions on the environmental document. And the applicant is also here for a presentation. Thank you.

Chair Fine: Thank you very much. I believe the applicant gets 15 minutes. We…

Ken Hayes, Hayes Group Architects: Thank you Jodie. Good evening Chair Fine and members of the Commission. My name is Ken Hayes with Hayes Group Architects. I'll be presenting the project on behalf of my client, Victor Low, who actually is joining me tonight. I'd also like to point out that I'm joined by Gary Black our Transportation Consultant with Hexagon and Brian Fletcher with Callander Associates our Landscape Architects.

Let me just get this positioned. So the site as staff just pointed out is between Sherman and Grant on El Camino, located here. It's almost 40,000 sf. It is in the CN Zone and the one portion that is in this the CC(2) is this little sliver here where we're proposing some of the parking. It's surrounded by some RM(40), some CS across the street, and then more of the CC(2) Zoning District. This is the site of the Olive Garden. I'm sure you're all familiar with it, but I do have some photos I want to walk through. From the south on El Camino looking north and then this is from the north on El Camino looking south with the Coronet Hotel, motel rather on the left and the new Stanford housing project directly across the street. And then this is a view looking back towards El Camino on Sherman and so our site is located here and this is another property there.

One of the aspects of the property that we really wanted to capitalize on was connections, creating connections kind of in the California Avenue area and to pull the building into that district. This is the back of the Coronet Hotel. This is Peral Lane and down there you can see the building on the corner of El Camino and California Avenue and then just beyond that the parking garages. There's a deliberate alleyway that sort of bisects this area and if you turned and looked towards our site from that lane this is a connection that we wanted to strengthen and over time hopefully it will become more than what it is today, but I'll show you how we tie into that.

The program is to create a new three story mixed use building. Again as staff explained we have 13 two bedroom condominiums. They are two story units about 1,400 sf. I want to respond to the nature and the forces of the site in the context. Parked the project primarily in an underground garage where we have 90 of the cars and we have 14 cars at grade and provide some outdoor courtyard space and that plays into these connections. Balconies and support sustainable systems. We have some photovoltaic panel arrays and some rainscreen siding and high performance windows, mechanical units.

So this is the site plan. ARB saw this last week. Just point out we're about 64 feet away from this is a single family home in an RM(40) Zone so we've positioned the building out here. It helps reinforce the street edge as well as the El Camino Real Guidelines. Two entry points here and here and this comes into the lot and you go down the ramp there to the garage or you can cycle through to the on grade parking spaces. Multiple entry points all the way around the building, so from the back, from the front, on the ends. You want to be able to get to people visually into the building and then physically with multiple door locations to get into the building easily so it comes kind of transparent.

The public zone, the sidewalk wraps the building. We do have compliance with the El Camino Real Guidelines along El Camino here and then as that kind of wraps around the Sherman side of the building and gives it a little bit more generous space there. The main entry to the upper floors is this yellow area and then Peral Lane that force kind of

sort of begs for a plaza at this location and that's why we've developed it there. A place for a coffee shop, some kind of outdoor seating area that then gets tied into the Downtown or the Cal Ave.

This is the blowup of that site plan. So just to point out at last weeks' ARB hearing they generally are supportive of the project. They would like to see this connection here to Grant along the back of the building from the plaza and from Sherman to be open all the time. And so what we're going to do we're revising this right now so that instead of this being a controlled entry point for visitors or for the people that live there it will be a breezeway. So you'll be able to traverse from the plaza along the back of the building to Grant Avenue at any time. The other thing that they had us study and we're in the process of doing it right now is the corner here to try to break up the length of the building. We've done a nice job here at this corner and then the units are sort of in this zone and they wanted to see something maybe happen at this corner. So we're presently responding to that and we'll see them again next week.

These are the plans at the second floor. This is about 4,800 sf of office usable here and then 13 condominiums. This is the first floor of the units. It's the living floor: living room, dining room, kitchen, powder room, generous balconies that are on both sides of the building including the ones at the ends. So they have lots of outdoor space. An internal stair then takes them to the second floor where there are two additional, two bedrooms rather with more outdoor space off of the master bedroom. These yellow rectangles sort of run down the center f the building and those are skylights that bring natural light into the ground, the first floor of the condominiums to make that a nice experience. The roof plan here we have photovoltaic panels, about 30 kilowatt array on the roof. These are the skylights that you see there and I highlighted it in blue.

The ARB comments in 2014 when we were there for a preliminary they thought this is the Sherman view. They thought we could probably define the entry a little bit better. They thought that the building maybe was a little too horizontal; they'd like to see a little more height. So we've raised the height of this corner element and changed the orientation of the window fenestration pattern. Along El Camino Real they sort of said the same thing, try to break this up. And then the main units are here with their balconies, but they felt like it was a little bit too heavy on the retail on the ground floor and that we probably should try to lighten that up. So what we did was on the El Camino façade we raised that up about three feet, created a windows with canopies. The windows I think are 10 feet along El Camino. At the corner we sort of sectioned off with this building reveal the commercial element. So this is the commercial office space. We're using materials that are more reflective of kind of the commercial office or commercial environment for office and then trying to relate more to the residential with a residential more friendly kind of warm materials.

At the Sherman side we again broke the building apart, created two pieces instead of sort of the one and then defined the entry in the center here with an outdoor balcony that the office space can use. And then there's a rhythm of built in planters that help define the street edge and the courtyard seat wall height so hopefully places for people to congregate. A little bit small, but this is the street view on El Camino. Parking lot here on the Chipotle side and then the Coronet Hotel or motel located there. And then this is the streetscape on Sherman. There is a new project proposed here since we did this slide. A mixed use project not unlike our mixed use project, but you can see how it sort of transitions to a little bit lower scale buildings here as our Plaza steps the building down.

Cross section through the building, we're about 15 feet floor to floor so the ground floor retail will be nice retail space. It'll be a concrete structure so that you've got even more expression of height when you're inside. This gives you an idea here of if I can find the cursor of how the skylight delivers light down to the main hallway of the units and then one unit on this side lives to this edge and then a unit on this side lives to that edge and then the outdoor space sort of buffers the unit from being right on El Camino.

And then this is the cross section at the plaza, so Sherman is here, gives you an idea. Part of the plaza is covered actually so we have a covered seating area which would be good on days like yesterday, but also the majority of it is uncovered where we have opportunities for seating and so on. And this was intended to be some kind of a coffee shop retail something that would spill out into that outdoor courtyard space to activate it.

This is an aerial view from Sherman. We have a unique stair feature that comes from the office space above and delivers people down into the courtyard. We thought that was a nice feature to help again activate the courtyard. And then the ARB was interested in this entry and I told you earlier how we've pulled it apart, created a balcony, and that will now be this entry and I think I can click that and it sort of shows you how you come into the entry, the plaza located there. Lots of ground floor windows. There. Did a similar thing on El Camino where we they wanted to see the entry sort of develop better and connected to the plaza so you can see we've changed the material, recessed it back, have planters and then this is an arcade that would connect you to the plaza. So there's a physical visual connection from El Camino along the edge of the building that's on our property combined with the sidewalk it's quite a bit of space on that edge.

And then staff already showed you the building view from El Camino. I said earlier aluminum composite panels, high performance glazing systems, poured in place concrete for the commercial element of the building here to be more expressive I think of a commercial occupancy and then the residential is a rain screen composite wood

panel product as well as a composite material that provides this outline of each of the individual units along El Camino so that they're all uniquely defined. The vocabulary of the building sort of picks up on this midcentury modern idea and then also uses it on the residential in the same kind of way. But it's used to sort of define the units themselves.

This corner here is what the ARB is actually asking us to address right now. And then one of the Members of the Board also expressed an interest in maybe getting rid of the raised planter here which we don't need and perhaps some strip planters between the building and the curb or the sidewalk and the curb to create more of a gradual transition to the neighborhood beyond because it's a little bit more residential like on Grant as you go down Grant. And so we thought having this planter removed and just plant in grade would be a good solution there. And I think that that is it for my presentation, but I'm happy to answer any of your questions. Thank you.

Chair Fine: Thank you very much. I think we have one public speaker. Let's do that.

Vice-Chair Gardias: Mr. Robert Moss. Five minutes.

Robert Moss: Thank you Chairman Fine and Commissioners. I have two major problems with this project. The first one is the office space. Speaking as one of the three people who created the CN Zone we very clearly wanted to limit office space to no more than 5,000 sf. Not 9,835 sf. Not 5,001 sf. 5,000 period. The CN Zone is supposed to be primarily retail and the second use would be residential. Office space was supposed to be an afterthought, not the primary reason for building the project. So I'd strongly urge you to reject the request for an additional 4,835 sf of office space. Convert that to residential.

Second, the amount of parking required for offices is not one parking space for 250 sf. That figure has been obsolete for almost five years. More people are jamming into office spaces and taking up less space than they did 10 years ago. A more realistic figure today is between 150 and 175 sf per worker. That's the number you should be using to assign parking spaces.

Now if you reduce the office space to 5,000 sf then you can reduce the number of parking spaces slightly and we'd be ok, but if we have too much office space and not enough parking we're going to have real problems because this part of town has a parking and traffic problem. And we already have problems with people who work in office spaces and retail parking in the residential areas closer to Park Avenue. I have some friends that live there and they're complaining that if they leave in the morning they can't park there during the day when they return because the parking spaces are taken up by workers. So reduce the office area and adjust the parking to one space per 150 or 175 sf for the office space that you finally approved.

One other point in the toxics, as you probably know I'm on the board of a Barron Park Association Foundation which was given oversight of the toxics in Palo Alto from the Superfund site. This is in what's called the California-Olive-Emerson (COE) area and it's a Superfund site which is contaminated from the Research Park, primarily 640 Page Mill. The requirement for sampling indoor air is totally inadequate. In Mountain View which is overseen by the Environmental Protection Agency (EPA) indoor air sampling and a mixed use project requires sampling in the residential area, not just in the garage. Unfortunately Palo Alto is overseen by the Regional Water Quality Control Board not EPA and the Water Board knows an awful lot about water, but nothing about toxics and so they don't put in adequate restrictions and requirements. So the sampling for air contamination should be done quarterly in the residential area for five years. That's what we required in Mountain View. Lenny Siegel who is a Mountain View City Council Member and is also on the Board of the RAB said he's delighted he lives only half a mile from the toxic site in Mountain View and not in Palo Alto because in Mountain View he feels safe. In Palo Alto he'd feel in danger because of the poor oversight of the Water Board. So since it's important to protect people's health and safety I urge you to require adequate indoor air sampling for anything that's built here.

Chair Fine: Thank you very much. With that let's bring it back to the Commission. Actually my Vice-Chair has just brought up a point. Can staff respond to that one point by Mr. Moss about the toxic sampling in, with regards to…?

Mr. Lait: Yeah, I think we can definitely respond to that, but I also want to remind you about giving the applicant a chance for rebuttal as well to the public comments. But yes to answer the question on the toxics.

Heather Ivey: As Mr. Moss mentioned the requirements that we have included in the mitigation measures for this site are based on the Regional Water Quality Control Board. So these are in line with the standards for this site. If it was in a location in Mountain View or another location that would be monitored by the EPA the requirements may be different, but in this case these are in line with the requirements.

Chair Fine: Thank you. And then one other question for staff with regards to Mr. Moss' question or actually point about the parking spot requirement being unreasonable; is the 250 figure is that in City code or is that just… yep, ok.

Ms. Netto: Yes, that's correct.

Chair Fine: If the applicant has a rebuttal to any points otherwise we can bring it back to the Commission. Ok. Let's bring it back to the Commission. Let's open it up for questions first and then we'll go on to comments. Commissioner Rosenblum.

Commissioner Rosenblum: Yeah, I just have a couple of questions. So there's a comment that the CUP which is the basis for Mr. Moss' objection to the exceeding of the office square footage is not part of the PTC's purview unless appealed and this is an item for the Planning Director. Is that so am I to understand that's not part of this meeting?

Mr. Lait: So there's a reference in our staff report that says that, that incorrectly states that the CUP is not subject to the Planning Commission, the PTC's purview. And what we have is a history of a policy decision where we actually have required or we have allowed for multiple, when multiple applications are being submitted and ultimately one of those is being reviewed by the City Council we've had this practice of folding all of those discretionary entitlements together and moving that on to the Council for its review. So we would as Margaret had noted in her presentation we would suggest that if the Commission does have some comments about the CUP we'd love to hear that and forward that on to the Council.

Commissioner Rosenblum: So I have a couple of other questions, but I'll probably come back to wanting to understand the reason for staff's approval of the CUP or the staff's recommendation to approve the CUP. But my other questions this one seems small, but there is a small allowance for parking reduction due to mixed use and it's a four percent reduction. What is the tolerance range normally for mixed use projects for reduction in parking requirements?

Ms. Netto: It's up to 20 percent.

Commissioner Rosenblum: Up to 20 percent. Ok. And then finally how many of the units, of the housing units being provided are classified as affordable housing?

Ms. Netto: That would be one unit.

Commissioner Rosenblum: One unit.

Ms. Netto: And then the fraction they would pay to the City.

Commissioner Rosenblum: Ok, yeah because it would be 15 percent of… ok. Those are all my questions for now.

Chair Fine: Commissioner Waldfogel.

Commissioner Waldfogel: Thank you. Let's see, I'd just like to focus or raise two issues and see if there's any interest in further discussion among my colleagues. The first one

is that this project is in the CN Zone, Neighborhood Commercial, which is defined to include shopping centers with off street parking which I don't think this project is or a cluster of street front stores that serve the immediate neighborhood. Typical uses include supermarkets, bakeries, drug stores, variety stores whatever those are, barber shops, restaurants, self-serve laundries, dry cleaners, and hardware stores. So I'm just wondering if there's any interest in discussing whether the format of the retail space in the relationship to the proposed first floor office space really supports this notion of clusters of street front stores.

The second topic that I'd also just like to tee up is the housing inventory site table identifies these two sites 2515 and 2585 El Camino as accommodating up to 18 units, residential units and this project proposes 13 residential units which I think references is that Comp Plan H2.1? And I'd just like to see if there's any interest in a discussion about whether 13 versus 18 or some other number is the right number and possibly whether we might invoke I think it's Policy B17 which would allow for some parking adjustments for additional housing as opposed to adjustments for office. So I just wanted to tee up those two topics.

Chair Fine: Thank you Commissioner. Do we have other lights? Vice-Chair.

Vice-Chair Gardias: Thank you, Mr. Chairman. So yeah this is very good point about the 13 units in relationship to the office area. So I'd like to just ask staff this question just to seek clarification about the comment that my colleague just mentioned. So what was rationale behind incorporating the specific 13 units versus 18 allowed and 5,000 plus what 3,500 of the office space as opposed to lower area of the retail space?

Mr. Lait: So…

Vice-Chair Gardias: What was the project rationale between the balance office versus residential units?

Mr. Lait: Right. So I think that we have is you have an applicant who has a proposal in mind and they come to the City and they submit their request and what they're interested in. I think the Commissioners have identified an important policy conversation. There is this ask being made for the additional 5,000 sf of office. I think it's within the Commission's purview certainly to review those findings which we can present to you because I don't know that was in the staff report for the CUP. And you have the Housing Policy that Commissioner Waldfogel had mentioned and that is an opportunity for you to have that conversation.

With respect to the staff assessment there is an opportunity to request a CUP that is set forth in the code. It is a viable path where one could pursue that and additionally

there's we've had some further conversation about it and it's not reflected in the report, but would be reflected in a matter going to the City Council and that's an exploration of how we can use Transportation Demand Management (TDM) to account for the additional 5,000 sf of office so that we can mitigate that to a point where it's been substantially reduced in terms of the traffic and parking considerations. But I mean it's a great policy conversation that we would like to hear what the Commission's view is on that.

Vice-Chair Gardias: Ok and there was a question from a different angle that may be related to it or may not, but given some changes that ARB requested and then some verbal explanation that we had from the applicant I know that there will be some change in the corner, the opposite corner. How, I understand that area that now it's filled with that corner unit is going to be moved somewhere else. It wasn't clear from the description what will that project, what will be the shape of the project after ARB changes that ARB requested recently.

Mr. Lait: Right. So we don't have I don't know that the City's received any revised plans since the last week's ARB meeting. I think that would be a good question to ask the applicant to see how their thought process has developed on that issue.

Vice-Chair Gardias: The reason I'm bringing this up, right, because I'd like to understand if eventually we will be the project that we will be approving or not how good understanding of this what will be subject of the vault we will have a grasp on, right? So that's just giving the verbal description I'm not really sure how that area modification, the corner area modification would impact floor area for retail, office, and other areas of the building.

Mr. Lait: Right. Yeah again I think that the applicant can probably give you some thought. My guess is that there's not going to be any increase in floor areas. You would be looking at if anything reductions because there as I understood the conversation they were looking, as communicated by the applicant that the ARB is looking for a little bit more articulation or modulation at that corner. So I would not expect a significant change to the building program and this is an area where the ARB traditionally has spent… that's one of the things that they're looking at. That's not to say that the Council or the Planning and Transportation Commission (PTC) cannot look at that issue and then I would just refer you to page looks like packet Page 16 where we have the site and design findings. As you, if you do open it up to the applicant again if you do want to hear what that the direction that that's going you can think about that in the context of those findings, but yeah I hear you. This is I mean it's evident that there's going to be some design changes to the project. That it's going to be different from the project that's before you. The, I don't know what the extent of those changes are.

Vice-Chair Gardias: Ok, very good. We're going to if Chair allows we're going to ask applicant a question, but before we do last question to you. Is it common that because I don't recall any project that was brought to us in unfinished form or in the form that's being revised. So I'd like to ask you about clarification of the procedures. Is it proper that to this Commission there is a material brought that's under revision? If you could clarify this?

Mr. Lait: Sure, well I can tell you my personal preference is that we got a finished product that is being presented to you. I will say that there is the 50,000 sf office cap that is I would say clearly influencing the scheduling of meetings without putting any judgment into whether that's good or bad. That's sort of the circumstance that we find ourselves in and it's one of the I would say consequences of this deadline that we have and applicants of course wanting to take advantage of that process. So I would express to the Commission to the extent that you feel comfortable moving, reviewing the project and if you feel comfortable moving forward with modifications or conditions that's great, but I would also suggest that you're not compelled to act on a project unless you're a majority of the Commission feels like it's ready to act.

Vice-Chair Gardias: Thanks for clarification.

Chair Fine: Commissioner Gardias has a question of the applicant I'd like to…

Mr. Lait: Yeah, no I think it's great to open up the public hearing and hear that.

Chair Fine: Yeah open the public hearing again Mr. Hayes.

Mr. Lait: And as Ken comes up I just and I know that the Commission's aware of this, I mean this was a project that was originally scheduled for February 10th and we did have a couple of… we didn't have the quorum. So this is the third attempt to have the meeting so I wouldn't say that it was completely this isn't necessarily the applicant's fault in that there was an effort to be here a little bit ago.

Chair Fine: Absolutely.

Mr. Lait: Thank you.

Vice-Chair Gardias: So Mr. Hayes you heard the question, right?

Mr. Hayes: Yes.

Vice-Chair Gardias: Pretty much I'd like to understand if those ARB requested modifications would they result with the area, floor area decrease in this particular corner or there will be some bonds or just movement of the space?

Mr. Hayes: Right, so to answer your question directly we would try to balance the area. And so what we're considering and I actually have a diagram, but it's fairly small. I'm happy to share that with you if you like, but we're addressing this corner here as you pointed out and we're going to handle it in a similar way we did this where we created a deep recess and a balcony for the second floor office tenant in this case. And it sort of breaks the building apart so that you kind of read that as a corner element. Then we're going to have the middle part of the building which will be from this point here Commissioner Gardias all the way to here. And then we're going to actually recess this back about seven feet, create a balcony on… a balcony right here on this second floor. The ground floor pushes back about three feet so that the planter that's there actually gets bigger. So the attempt is to push that element back I'd say the net is about three feet on the ground floor, about the same on the second floor except for this sort of reveal in the building that'll push back seven feet to separate the end unit from the rest of the building.

And then the other change would be the breezeway that's easier to explain. We would take the doors off so the breezeway on the other side of the building was open at all times for people to traverse the site. Materials would be the same and we would just try to balance the area. Looks like the second floor steps back about five feet. I'm happy to show you this.

Vice-Chair Gardias: Yes, please if you could just circulate among us. I would appreciate this. Thank you.

Mr. Lait: I'm sorry Chair if we can have the applicant connected to the mike?

Chair Fine: Sorry, if you could speak into a mike even if it's one of our mikes.

Mr. Hayes: Thank you for indulging me. On the ground floor it's the same. We have two concepts here. Both of them are similar on the ground floor. Currently these columns come down. There's another one here and another one here. We're pushing we're getting rid of it and pushing this back about three feet on the ground floor and extending the planter back to the window line. So it gets about three feet deeper.

On the second floor this is the option that we prefer so the unit used to be out here just like these units. And so we're essentially pushing it back that's more like six feet back probably above. So it really sort of steps in at the corner and then this is that notch I'm talking about that is similar to the notch that's here. Yeah, so it'll have a… so this will be

a balcony with a door off the kitchen area and then this is all balcony here. Yeah, so we put the main balcony on that side. And then the second floor is again another small balcony off the master. This is that notch and then that's pretty straightforward. And then it has the balcony there and it lines up with the existing side of the building over here. So the biggest change is the pushback I think here and trying to separate that piece off. The reason we have two is that we're not sure which one yet, but we're out to decide before Monday. And we'll balance the area.

[Unidentified Commissioner asks question – unintelligible]

Mr. Hayes: We made this balcony smaller. Ok, so no it doesn't necessarily go over here, but this unit got larger in this direction because the balcony has been made a little bit smaller. So we're trying… it's a play on numbers.

Chair Fine: Same square footage overall?

Mr. Hayes: That's the objective, yes. And we're at the limit on the residential area.

Vice-Chair Gardias: Somebody else can comment.

Chair Fine: Sorry. Commissioner Alcheck.

Commissioner Alcheck: Ok, staff can you just remind us I know that this is subject to the interim office annual growth limit. Just can you remind us the process by which applicants can obtain approval? Is that… is… I remember when we went through this process there were various options, first come first serve or there would be some sort of beauty contest. Can you just highlight for us how that process will work really quickly?

Ms. Silver: Yes, thank you. So the this is a the first year that we are entering this process and what the interim ordinance anticipates is that if the City receives more than 50,000 sf of office development prior to March 31st then there will be a sort of the beauty contest or this development review process will go before the Council. And so there are a set of projects that are teed up and it does look like we are going to achieve this 50,000 sf threshold. So March 31st is the deadline. Projects need to get all of their lower level approvals and if they receive those approvals by March 31st then they can go to the second round of review which will be by the City Council.

The City Council will have a two-step review process. First they will review the projects just for the overall entitlements. If there are any projects that they think should not be approved then the Council will act on those in the first instance. If after that approval there's still a 50,000 sf allotment of projects then the Council will apply a further screening criteria. And the screening criteria has been established through an

administrative guideline with different criteria and weighting values. And the Council will apply that criteria to each one of the projects and the top ranked projects will then be allowed to move forward and will be approved.

Commissioner Alcheck: Ok. Well, as you all know I'm not a huge fan of the process. I wish it had not been what I will refer to as a beauty contest because I think it enhances the uncertainty of our application process tremendously and I think if an applicant's prepared and they apply… well, that time has passed, but well… I'll just sort of jump into my comments about this particular project.
Big surprise I'm prepared to support a Motion and to recommend approval of this project. I'll tell you why. I think a big an important step in the process for what I will call revitalizing El Camino, what some people might call the Grand Boulevard concept or whatever you want to call it is the merging of lots. I don't think the sort of development we want to see on El Camino can happen without some land accumulation and so this is an example of two lots sort of coming together.

I think and one of my fellow Commissioners wanted to talk about particularly the CUP and the request for excess office. I would argue that if you took these two lots separately and you said well they're entitled to 20 percent office or 5,000 sf you'd find that there'd, that they could place probably 8,000 sf of office on their square footage so when they merge their lots that 5,000 sf cap becomes punitive because if you have a larger lot you are restricted by a cap. I think that's a mistake and I think that's the sort of mistake that a CUP is there for. It's precisely there for because if we want to encourage the kind of merging of tiny little lots on El Camino so that we can have a little bit more of a cohesive development process then we have to sort of rely more heavily on that 20 percent than on that 5,000 sf cap. So that said we're looking at a limit and if you look at the 20 percent of 8,000 and they're asking for about 1,800 more than that I'm comfortable with recommending approval for that.

I also think that the there was a question about our Housing Element identified this site as 18 did I? Yeah. I'm remembering that correctly. I think that when we consider what the Housing Element identifies as possible should be considered as a lens that when we look at a proposed project anything that's not in excess of that should be considered highly favorable. Meaning that if somebody came to the site and said I want to build 18 residential units then we shouldn't say that seems like too many. It's a lot, I think it's, I think our Housing Element I think the process of sort of identifying those lots and suggesting what is the greatest amount of density we can place on them is an exercise for us to sort of meet the State's requirements, but it's also it's also a very lofty goal. And it's I think very difficult to determine what the precise ratio is, but I'll sort of suggest that a ground floor residential space on El Camino doesn't really make sense. And so what we're seeing primarily on this project is no ground floor residential, but residential on every other floor, right? We're not seeing office on the second floor.

Mr. Hayes: There is office on the corner.

Commissioner Alcheck: On the corner. Ok. That's true. There's office on the corner, but it sort of it's a separated in the context of this building it's sort of separated into two components and I guess what I'm trying to suggest is unless we were willing to sort of revisit the CU process from the perspective of a density and height sort of question I'm not entirely sure that we could look at their use of the space and say I really think you should allocate the office that you're using to more housing. I just don't know that that's sort of a realistic suggestion.

I'm not, I… I also think it might be helpful to know what it is, what that 15 percent fee is, right? The… right, there's a fee associated with the decision to only create one BMR unit, right?

Ms. Silver: My understanding was that the applicant was proposing to actually provide instead of paying the fee the applicant was proposing to provide two on site BMR units. Is, has that changed? Is that not correct? Ok. Ok. One, one.

Commissioner Alcheck: So there isn't (interrupted)

Ms. Silver: That's an additional (interrupted)

Commissioner Alcheck: So there is a fee, right?

Ms. Silver: Incremental fee.

Commissioner Alcheck: So there is a fee. And so how do we determine what that fee is? I know there's, I'm just curious. Is that based on the permit?

Mr. Lait: Well no so we can I have that information I can pull it up. I just don't know it off the top of my head, but it's a fraction. So the requirement of the 15 percent is I think 1.7 if I remember correctly. And so we get the one unit and then the fractional component is paid for in fees that are based on the formula that we have.

Commissioner Alcheck: Ok.

Mr. Lait: Ok.

Commissioner Alcheck: I would just argue that it's sort of it's nice to know what that number is from our perspective because I think it creates a little bit of an understanding of the costs of producing low income housing just from our perspective.

Ms. Silver: I believe it's seven percent of oh 7.5 percent of the… yeah, actual sale price of the units.

Commissioner Alcheck: Ok. Ok, alright. I guess my I lost my train of thought there, but I think I've made my points. I guess one of the things that's I'm really unclear about is how the process will unfold with respect to the office cap. I it's unclear to me whether a project that's seeking office space will they evaluate a project that's seeking office space in conjunction with a CUP be less appealing than a project that's not seeking any kind of enhanced or conditional use of greater office space? There's so much uncertainty in this process that I'm, I almost think that sort of the debate at this level is redundant because I have a feeling that when this goes up to Council and they go through this two phased process of review there'll be just this tremendous debate about well which office is the best office and how they will allocate it. So I kind of want to hear what my fellow Commissioners think about that too.

Mr. Lait: So I would just say the Council did give us some specific criteria in which to evaluate it and there's a I think Cara's looking for it if it's of interest to the Commission, but separate and apart from that I guess I would ask the Commission to focus in on what the area that you have purview over and that's the site and design findings and I would let, I would evaluate the project that's before you and the Council is going to evaluate it in the context of the multitude of projects through the lens that they have and so your focus here is the site and design findings, the CUP findings, and so forth. Thank you.

Chair Fine: Thank you, staff. I would appreciate if staff could send us those administrative guidelines that Council is using to weigh projects. That would help us, but Commissioner Alcheck I mean we could have a hundred projects competing for office space and we'd have to evaluate them all and pass them on to Council and do as you say the beauty contest. Thank you for your comments. Commissioner Tanaka.

Commissioner Tanaka: So does staff know for these housing units are they going to be rental or are they going to be sold? Does staff know?

Ms. Netto: Yes, they plan on being for sale units.

Commissioner Tanaka: Ok, they're for sale. Ok. And I was going to ask the Chair whether we should I think Commissioner Waldfogel brought up two good points, right? One is the CN is supposed to be a little bit more retail oriented, right, then perhaps this project is and also the fact that I guess there's supposed to be more units of housing then there are. Should we focus the Commission on those two topics because those seem pretty substantive to the conversation here.

Chair Fine: So I think so. I think they are issues we should address in terms of the CN how the retail is perhaps broken up. In terms of the units of housing I think it's the perspective that I have and maybe staff or my colleagues can correct me is that this site has been designated as it could have up to 18 units. I think all of us on this Commission would love to see more housing in Palo Alto in a spot like this, but it really is up to the applicant how many they build. Staff.

Ms. Netto: And I would just like to clarify too that we do have a maximum Floor Area Ratio (FAR) limit for the residential units so I don't know that the I think we're up to that maximum with this project. You could have maybe more smaller units, but the square footage would remain the same.

Commissioner Tanaka: Yeah, that's actually where I'm going on this is that for like senior housing there's a certainly a dearth of that. There's a dearth of housing for young professionals. We want to have more units near transit. This is certainly near transit. So I just wanted to explore that conversation because do we need more two bedroom units or do we need more studios, one bedroom units, right, for senior housing perhaps, right? That's in transit oriented areas and places that's walkable, right? Does that make more sense or does it make sense to have like more family oriented housing that impacts schools already, right? What makes more sense for a project like this, right?

So I think the topic that our fellow Commissioner brought up is actually a good one to talk about to see should we, is this I mean I know there's a floor area limit so I'm not saying we should have more residential, but maybe the mix of residential should be smaller units. Studios, one bedrooms versus two bedrooms. So I just want to bring that topic up. So I'm leaning more in favor of smaller units because I think the two ends of the spectrum, certainly housing needs is I think for young professionals and also for seniors. I think both of them that's kind of an area of housing need in Palo Alto. It also in terms if we're looking for more BMR housing there's also a way to get more BMR housing, right? So without a huge impact on schools. So I think that's something that we should consider.

I think the second topic which I think is also a good one is: is this the right amount of retail? So given that this is CN Zone I think one of the members of the public brought it up, brought that up and so in general it seems like a good idea. Now this project still has to be viable, right? Retail may not pay as much rent as office or housing so that's something that we have to also balance as well, but I'm open to hearing more discussion on those two topics.

Chair Fine: Thank you, Commissioner Tanaka. The major items I've written down so far and before I go through my comments and give us another round are with regards to the CN zoning what is the breakup of retail? Is the overall size correct? With regards to

housing as you were just pointing out do we as a Commission want to encourage smaller units? One issue I'm going to bring up is about the parking and the four percent little exemption there. BMR it seems like we could put a requirement on there for it to be two units rather than one and just a payoff for the other. And then issues of the CUP. So I do see other lights, but I'm going to give my comments and questions first and then I'll go back to everyone else.

So generally I think this is a good project. I like the look of it in general and I'm mostly agreed that the RLUA and the El Camino Design Guidelines are in order here. The project responds to those. I do have some concerns about specifics which I'll bring up in a moment. As a few other Commissioners have mentioned there are a few major policy implications such as the office cap and ground floor retail. I'd like to apologize to the applicant that we couldn't meet earlier. I do regret that, but at the same time it's not our responsibility on the PTC to hustle projects through. We are supposed to process the City's work in an orderly fashion considering this building probably has a lifespan of 50 years or longer.

So a couple questions for staff. I'll start with the specific ones and get to the broader ones. Commissioner Alcheck brought up the point that this project if we built on the two parcels could have more of a office space. Do we know what the maximum office space would be if it were built as two separate projects?

Mr. Lait: So I think it would be, will at least be 75, it would be 5,000. Well it's 25 percent of the lot area. I think we'd have to figure out that, but you get a minimum of 2,500 sf so it's in the neighborhood of… let me just run those numbers on those individual lots. Ok, so just under 10,000 sf.

Chair Fine: Ok. And then with regard to the parking exemption of four percent at the Director's approval I understand that's generally for a mixed use project or if you're doing like sharing with freight delivery, things like that. Is it within the purview of the Commission to recommend the Director not provide this exemption? Could we do that? I know it's at the Director's discretion, but could we make an encouragement or a suggestion?

Mr. Lait: So I'll, we certainly welcome points of view on that. So we would welcome any feedback that you have to offer that of course substantiated by some guidance or some reason behind that.

Chair Fine: Sure.

Mr. Lait: And I would also offer that a project like this that's going to go to the Council anyways.

Chair Fine: Yeah, ok. And then my last question would be we haven't yet really seen a justification for the CUP and I'm wondering if staff could walk us through that?
Mr. Lait: So as I recall some earlier conversations we were kind of on the point that Commissioner Alcheck was discussing about the two separate lots and how they might be developed independently and yield a similar amount of commercial office space. We also thought that and it's not incorporated into the staff report and so we'll need to do that. There might be ways to mitigate the increase of traffic and parking through some effective TDM program that would require reporting and things along those lines. Additionally, we thought it's a discretionary process and we would open it up for some public comment and we're going through that process to learn how that could be affected or modified through that process. So those would have been some of the findings that you would have seen as a, if it were presented to you, but of course because we were not quite on the same page about whether it was going to be subject to the PTC review or not that's why it's not included in your packet.

Chair Fine: Ok. Thank you. So it's helpful to hear about the two separate lots issue. I'm sure this Commission would like to dig into that. I think it's interesting that without that CUP this project likely would get in under the cap. With it it's suddenly over and so we have some issues there or at least the applicant does.

So I'm just going to reiterate the major issues I've seen here. One is on the CN zoning and as Commissioner Waldfogel has brought up whether the overall size is correct or whether it's one large pad and should be broken up. There's also a discussion to be had about housing and whether we want to encourage more but smaller units. Personally I'm in favor if we do grant the CUP I'm not sure this project we should not encourage the Director to grant the four percent exemption with regards to Mr. Moss' suggestion that the 250 sf ratio is perhaps inadequate. And then finally if there's any discussion about BMR. So I want to pass it back to all my colleagues. The first light I saw after me I believe was Vice-Chair.

Vice-Chair Gardias: Yeah that's correct, but I've toggled the switch before we had this discussion. I have the so, but nevertheless the questions I have may be related to this. So if I may ask them. Some of them are not, some of them are. So let me just go through them at one swoop. There are a few of them.

So let me just start with page on the plan with any plan and I'm just looking at A2.1 where there is an office assumed location that's a dotted line where office area on the ground floor is just pretty much it shows that will be this will be approximate location of the future offices. Which I understand that this office will get fluctuate anywhere within that area and my question is like this: is there any restriction for this area given that front which is from El Camino side would be the most desirable retail space? So my

expectation would be that future office location on the ground floor would not expand toward the front along El Camino.

Ms. Netto: Just to answer the question I think at the very moment we do not have a condition that would require that office to remain on the backside of the building. We certainly are open to this discussion and potentially adding a condition related to that. We may also want to open it to the applicant and they could give us some more information about that.

Vice-Chair Gardias: Yes, so that's number one. Number two and sorry I'm going to just ask them all so then we'll be done with them. So small item, but on Page Number 3 there is a seven sf of the retail space on the third floor. Sorry, I'm just curious.

Ms. Netto: There are some shared spaces, some hallways spaces, utilities I believe is the seven sf. So it's a shared utility amongst the whole building and so we had to split it up in some fashion and (interrupted)

Vice-Chair Gardias: Ok, so it's a technical calculation?

Ms. Netto: Correct.

Vice-Chair Gardias: Ok, very good. So now… sorry? Yes (laughed). Next question is related to the parking, to the parking spaces that are calculated on Page Number 8. So as Bob Moss, Mr. Moss, I'm also concerned with parking effect and potential spillover given that there would be a larger occupancy than the parking requirement. So my first question is like this: I mean first of all let me share this observation that here we have those two, two different areas one this is that's required for the California Avenue Parking Assessment District. The second one is outside of this district and this is based on that one lot belongs to this District, the other one doesn't belong to this District which is not real assumption it's just a technical gimmick because I don't believe that any, that there would be there is any distinction, real distinction between those two. So pretty much those parking requirements of 310 sf for office for the California Avenue and then outside 250 it's pure fiction for me and in reality there will be more at this because pretty much within this area that would be those distinctions blend pretty much. But then in addition so that's number one, in addition there would be larger occupancy lot on the, in the office area. So I would like to understand what will be, what would be the number of the potential occupants in the office area versus that's what's written here and where would this cars park?

Ms. Netto: So our regulations don't go by occupancy. We do parking regulations based upon square footage and I can calculate those in a second here.

Vice-Chair Gardias: Ok, good. Thank you.
Chair Fine: Commissioner Rosenblum.

Commissioner Rosenblum: Yeah so I'll just make some comments. So a few things, I do think this is really well aligned with the Comp Plan and with the zone. This is zoned not only CN, but it's also part of the Cal/Ventura Ave. Mixed Use Zone which I think is intended for this. Our Comp Plan anticipates having denser use, residential use close to transit. That's clearly this area. In terms of a couple of things I would suggest I would personally like to see more smaller units. And so if this does come down to a beauty contest so if that's the process we're following I would hope Council would consider projects that have more units to be more beautiful than those with fewer units.

On the parking issue I think I'm out of step with everybody else here. If anything I'd like to see less parking. This is a mixed use development. It allows up to 20 percent reduction. There was a project that came before us where the applicant was proposing reducing 10 parking spaces in exchange for Caltrain passes for all tenants. I thought that was a great proposal. Because of the nature of mixed use I do think that only four percent reduction seems a little bit odd. You have people coming in and out at different times and therefore the reduction in parking requirement should be even more than just four percent, but I would prefer it that there was something because of its proximity to a Caltrain station that the applicant consider something like this other building where there was an exchange and additional value given to all tenants of the building.

Furthermore I don't see any evidence for a reduction of the 250 square foot metric. It's in our code. I think people like to say this anecdotally we actually do have surveys now of buildings. When you look at the surveys and look at the number of people that are working in those buildings, look at the number of cars in those buildings it actually turns out to be the opposite in many cases. So I urge people to actually look at the survey data that was submitted by the large companies Downtown that are close to transit. This would also be close to transit.

Now finally I also agree that the CUP logic isn't totally clear to me. It's not clear to me why there would be additional office although I guess the argument that seems most on point is that if this were two separate parcels it would add up to 9,800 and that is precisely what's being asked, but is that the core of the logic for the granting of the CUP? I'm sorry; this was not the question session. I would say that still feels opaque to me.

So to summarize I'm supportive of the building. I would be supportive with even less parking. I'm not supportive of attempts to add more parking. I question the CUP and I think this is well aligned with both the Comp Plan, the zoning, and the general intent of

what we're trying to do. I'd like to see more smaller units if possible and that would make it a more beautiful project.

Chair Fine: Thank you. Commissioner Tanaka.

Commissioner Tanaka: So I generally agree that mixed use projects generally because you have non-overlapping uses of parking kind of makes sense to have less parking, but I think we have to think about the context of where this building is. So this building is actually in the Cal Ave. area which I think for most people that have been there especially during lunch time knows that there's quite a bit of a dearth of parking already. So if there wasn't that kind of parking shortage already I would generally say yeah that's probably ok, but I think what we want to do is we want to have projects that kind of make up for the deficit somewhat. So in terms of a beauty contest I would say that this project was even more beautiful by having more parking than less, right? Because this is in an area where parking is really needed and so and that's why I actually think that we should move more towards like being fully parked than slightly under parked because of the context of where this building is and the cumulative impacts that are already happening in this area.

Chair Fine: Thank you, Commissioner Tanaka. Commissioner Alcheck.

Commissioner Alcheck: You guys are really illustrating my point about the ambiguity of the process when it comes to the beauty pageant with this discussion. I really don't envy any applicant at this point that's suggesting commercial office space. I want to suggest that I found Commissioner Rosenblum's comments very convincing. I think that this mixed use concept is really well suited for this space, for this zone, and while I wouldn't suggest a further reduction in parking because I just I think the goal should always be to create as many spaces as you possibly can. I'm sure that was the developer's goal, the applicant's goal. But I think there's something to the fact that because this is a mixed use and there may be different patterns of use that the "requirement" is that there's room there in what you would suggest the overall requirement is.

Sometimes we have a conversation at this dais about Commissioner Gardias' suggestion about maybe restricting whether there can ever be a swap of retail and office. And I think that that's I would prefer we didn't do that and the reason why is because number one, the area of this building that's sort of best suited for retail will continue to be retail. The requirement that they have a certain specific number of square feet designated for retail won't change, but determining sort of which sort of space is best suited for retail is a science. It involves understanding the retail consumer and their patterns. And so I think you have to be tremendously familiar with a building and it's sort of surrounding area to suggest and I don't think you're suggesting a change, but I think what you're

suggesting is that there should be no flexibility in the decision and to me setting in stone inflexibility when it comes to allocation of retail is a mistake. We sometimes don't know.

For example I'll give you a perfect example. There's a courtyard sort of I mean this parking lot creates and internal courtyard and right now that's the office. In my mind El Camino is not yet maybe this particular location is a little better suited, but in my mind El Camino is not yet at that point where people are just walking down it for blocks and so in theory the retail might be very well suited as parking lot facing. And from my perspective if that occurred to them post development that these spaces actually facing the parking lot were a lot better suited for a retail client because they're going to park there anyways and they'd have to walk around… you get my point. My point is that I think we shouldn't involve ourselves in that sort of nuance. I think we should let the experts sort of lay out their building the way they do. If we have a requirement on the total square footage or space then I think we enforce that, but not necessarily where it's allocated in the building.

And then the only other thing I'd like to suggest is that this was an argument that former Commissioner Keller used to have a lot which was the size of the units, making them smaller. Look, a two bedroom is not half the price of or double the price of a one bedroom in this market. And again I would argue that without understanding sort of the appeal and utilization of a one bedroom in our market, who is that customer? Let's assume for a minute that in every two bedroom you have four people. That's probably what it would take to afford for any young person, right? So I just I sort of think that suggesting that we go do 18 single one bedroom units as opposed to the mix of two bedroom units is imposing a unsubstantiated conclusion. We don't have the evidence to suggest that that's better for our community. We don't have the evidence to suggest that that would be more appealing to the people that we think we're serving.

Don't get me wrong, I would love to see more units. I'm a huge advocate for increasing the housing supply in Palo Alto and I'm also a huge advocate of low income housing. I would… if I was a City Council Member and there was and this beauty contest allowed me to create a preference for a greater number of low income housing units I would. I would prefer any project that came with more low income housing because our community needs it, but that being said I think it's sort of dangerous to decide what the mix of the unit is without a consultant, without understanding really how that would work.

Ok so those are my comments. I think that when this Commission is ready to sort of proceed with a Motion I'd be happy to make it.

Chair Fine: Thank you, Commissioner Alcheck. I just wanted to remind everybody that this the retail portion of this site is subject to the ground floor retail so the site will have to maintain the square footage that is currently covered by the Olive Garden, but your

point is taken that allow the owner to shift it around as they need. Next I believe is Commissioner Waldfogel.

Commissioner Waldfogel: Thank you. Question for staff, since we've put the question of what would be allowed on, what would be allowed if these were two separate parcels on the table how much retail and how much housing would be allowed on these two parcels if they were two separate parcels instead of joined?

Mr. Lait: How much would be allowed?

Commissioner Waldfogel: Yeah, I don't remember whether the FAR formula for housing has some, does it have some base piece that's a higher ratio than the subsequent piece? I just don't remember how the formula plays out. While you're looking at that the other part of that question is if the CUP were denied then would those extra couple of thousand feet just go away in this project or would they be available to be repurposed in some fashion? And I guess the third part of that is if they, would we have the discretion to suggest more housing in that space instead of office?

Mr. Lait: Well you'd certainly have the discretion to suggest.

Commissioner Waldfogel: Well, to ask the applicant.

Mr. Lait: And the additional 5,000 they're not getting an additional 5,000 beyond the base zoning so that 5,000 could be repurposed.

Commissioner Waldfogel: And what would the zoning require without a CUP?

Mr. Lait: For a use that does not require a CUP so it could be for more retail. We'd have to take a look of the ratio of the FAR requirements for commercial versus residential which I think is different. I have in my mind that it's 1.0 for commercial and .4 (interrupted)

Commissioner Waldfogel: Right, yeah so I think it's important to just know what the alternatives are CUP yes or CUP no. and then just the final point I just want to respond to what my colleague Commissioner Alcheck just said about retail which is of course it should be driven by the market, but at the same time there is a CN requirement for this idea of cluster of street front stores that serve the immediate neighborhood. So we do have to exist within that code framework and I'm sure, we should ensure that whatever use does go into this site follows that CN format.

Mr. Lait: Yeah and I guess to the extent that the site and design findings need to be evaluated to the proposed project design that's a conversation for the Commission to

have. The Zoning Code also sets forth the permitted land uses that are authorized in the Zoning Code. So if it was one of those permitted or conditionally permitted uses then it would be approved and (interrupted)

Commissioner Waldfogel: I mean would for example a bank taking the entire space be a permitted use in the CN District?

Mr. Lait: So I'm hearing from Jodie that it's a CUP for a bank and also I'm not sure that's… Ok, so medical office and banks require CUP.

Chair Fine: Thank you. Vice-Chair Gardias.

Vice-Chair Gardias: Thank you. Jodie I think that you were making calculations so what's the result?

Jodie: You were asking if the entire property was had to adhere to the standard parking ratios. Is that what you're asking?

Vice-Chair Gardias: Yeah, I was asking specifically about office setting the other retail aside what would be the, but you know if you did it differently, but my question was what was the difference between the parking requirement as it is in this handout versus occupancy versus parking calculated for occupancy requirement?

Jodie: So we don't have an occupancy requirement, but we what's in the code is we do have parking requirements for the California Avenue Assessment District and we have parking requirements for all of our kind of standard zoning districts. And so this property is sort of in both kind of half and half and which is why you see on Page 10 of the packet those kind of two different breakdowns.

Vice-Chair Gardias: Right.

Jodie: Of the parking requirement.

Vice-Chair Gardias: Right and I understand this. I just I doubt those. I think that this I made a comment that this break down is artificial because it doesn't mean anything within given this development of this two combined lots, but my question was how many parkings would be in reality, how many cars would be in reality, how many parking spaces would be in reality needed giving the occupancy requirement versus parking requirements as depicted in Table 2 and 3? There will be a difference of certain number of cars that would have to be parked somewhere between this handout and occupancy.

Mr. Lait: So if I'm understanding so our and I think Jodie, just trying to understand the question, there's a parking standard in our code and you're saying there's going to be an occupancy of this building that's going to exceed that parking standard in the code (interrupted)

Vice-Chair Gardias: Yes.

Mr. Lait: And where are these people going to park?

Vice-Chair Gardias: Yes.

Mr. Lait: Ok. So the if in fact it is the case that the parking demand for the employees and visitors of the site exceeds the capacity they would not have sufficient parking on site and presumably there would be some street, public street parking that people would avail themselves to or public parking garages. The, I believe there was a traffic study, a parking study done for the project so we can take a look at that and I believe the applicant's consultant is here to maybe speak to those issues. And I guess there's if I'm to help provide some guidance to the Commission we would look at the, I think there's an interesting comment sort of embedded in your question which has to do with the Cal Ave. parking standards which is a lower threshold or a lower number of parking spaces are required in that area. So I understand why you're saying it's artificial, but it is what the code has as far as the standard. And it's interesting how the project is laid out in terms of square footage depending on where you put that office square footage you're going to get a different parking ratio.

Vice-Chair Gardias: Right.

Mr. Lait: So but I think what might be helpful is maybe hearing from the traffic or parking consultant and learning a little bit more from that traffic report to see if the conclusions of that resonate with you. And if they do then you would or if… I believe the report finds that the amount of parking that's being provided on site is sufficient for the needs. I think you're challenging that conclusion.

Vice-Chair Gardias: That's correct. Yes.

Mr. Lait: Ok.

Vice-Chair Gardias: And then just going to your comment, right? I mean this is for now it is what it is, right? We have this law so pretty much applicant meets the regulation requirements. We just we cannot change it, but for the for our perspective work, right, we might take a look at this artificial separation because it doesn't clearly work in this example. So we may in our studies we may just take a look at this how truly should be

parking located between the Cal Ave. Assessment District and the adjacent district, right?
Mr. Lait: Yes, I do (interrupted)

Vice-Chair Gardias: But as an additional exercise, right, in the future, right? But then just building up on this thought if we can just open the hearing for a moment just and just talk to the parking consultant (interrupted)

Chair Fine: Yeah, well let's open the public hearing for some question (interrupted)

Gary Black, Hexagon Transportation Consultants: Thank you, Gary Black with Hexagon Transportation Consultants. We did a shared parking analysis is what we did. We did not evaluate whether the City parking code is correct or incorrect, but what we did is we applied that, we used that parking code and then we applied the shared parking assumptions that I think you've talked about quite a bit tonight that because of the mix of uses which is they, the parking demand, doesn't peak for each one of those uses at the same time. They peak at different times and therefore the mix that's really the logic behind the allowable 20 percent reduction for mixed use development.

What we did here is we actually put in the actual development that was proposed. We didn't just apply a 20 percent reduction, but we put in the different uses as are proposed and with typical time of day factors our results showed that we're estimating that the peak demand would be 94 parking spaces. The proposed, the project is proposing 104 parking spaces so our report says you have 10 parking spaces more than you need. So it gives you a little… if the City code parking ratio if you believe it is too low our analysis says you have 10 extra parking spaces to play with.

Vice-Chair Gardias: How many? I'm sorry.

Mr. Black: Ten.

Vice-Chair Gardias: Ten. Ok so just to just going back to this what Assistant Director Lait said, right, that the challenge that I'm having with this numbers, right, is pretty much that when you're going to take 6,677 sf and divide them over 250 sf, right, you're going to get 27 spaces, right? Which is pretty much more by five spaces then it's calculated in here, right? So out of those ten, five is already filled with this difference, right, between this districts, right? That's half, right? Then if you're going to take retail then probably there will be another half, right? So I'm already at the limit that you're saying that you have built in as a buffer zone, right? But I can just say farther, right, and I can go to Mr. Moss' argument and say look in reality this number 240 is not real one and maybe it's like what it's 200? And then you're going to just end up with 20 cars that have to be

parked somewhere. And my question is how are you going to mitigate that, right? That will be reality so.

Chair Fine: Staff.

Jodie: If I may clarify, if we used the standard parking ratios across the entire project so that would be office at one per 250 that would be 39 some odd spaces, retail at one per 200 be 50 some odd spaces, plus the 28 for residential that would give you a grand total of 118 and there is 104 being provided.

Vice-Chair Gardias: Thank you.

Chair Fine: Thank you. So just to make it clear for the record and for anybody who might still be watching on TV we're talking about how if you shift the office inside or outside of the California Avenue Parking Assessment District those numbers might change. I think my opinion here is that this is just an artifact that this boundary kind of crosses the site. I believe it's our duty wherever the office is allocated the project should meet those parking standards as set out in our code. I'm not sure I would be in favor of raising the parking to 118 just because if we assume we can extend the district to the whole site.

Vice-Chair Gardias: Right, but then but when we settled on the numbers, right? So that was the first part of this exercise. So now the question to the applicant is that one way or the other you're going to and I understand you're meeting the zoning requirements. I am fine with this, but reality will be like this that you will be having truly more cars that would be brought to the site. So what is the mitigation item in the project in terms of some TDM or some other program that will just take those cars off the street or off the, I'm sorry, parking spaces.

Mr. Black: Let me just comment that the numbers that we calculated assume no TDM plan whatsoever. So to the extent that the applicant is willing to commit to a TDM plan I think we could take some reductions off that parking as you suggest.

Chair Fine: Thank you. Commissioner Rosenblum.

Commissioner Rosenblum: Yeah, I just want the record to reflect that we're kind of making up numbers around occupancy and just saying well it might be one person per 100 feet or it might be 200 and therefore these numbers were wrong. We do actually have surveys on this. So we had five companies in the Downtown area submit their own data plus we have now business registry data, but I've just pulled up the one from last year. There… between three companies that submitted together which is Palantir, A9, Survey Monkey there was 228 sf of office per head. So indeed lower than 250, but their

mode share was such that they had .37 cars per employee so the number of sf per parking space was 434. Now no one's suggesting that we should use that number and reduce dramatically the number of parking spaces. I'm saying instead of making up numbers we have numbers and the City also has standards on this. So I just think it's a bit of a distraction, but for the record the numbers that we have don't support the notion that 250 is an arbitrarily high figure. And I just think it's a bit of a distraction. It's misleading to suggest that that's common wisdom.

Chair Fine: Thank you. I appreciate that comment and I think I agree that even if we think 250 is too low or too high I tend to agree with you it's probably too low. We have the standards in the code currently.

So I just want to remind everybody it's a little bit past 9:00. We have talked I just want to before I pass it to you Commissioner Waldfogel, some of the issues I see that we want to get into is there's this parking issue. Maybe we've resolved it here. There is still the issue of the CN Zone whether the retail should be on the street front and multiple shops. I think it seems there is some appetite on the Commission to encourage more and smaller units even if we don't make that part of the conditions of approval. And then the big issue I still see that we haven't really addressed is whether we recommend approval of the CUP or not. Commissioner Waldfogel.

Commissioner Waldfogel: I'd just quickly like to comment on Commissioner Rosenblum's point, which is we just looked at the TMA studies that showed that the large companies have higher transit use, but smaller companies which are the likely office tenants in this building with only what is it around 10,000 sf are less likely to or are more likely to have Single Occupant Vehicles (SOV). So I think it's a bit deceptive to believe that the Palantir results will apply to the tenants in the building. I mean we just don't know is the bottom line. We just don't know and so I agree with Chair Fine's point that we should just abide by the code standards. We really don't have anything else to go on.

Chair Fine: Alright. I'd like to push us to make a Motion and I'm not going to make it my, sorry. Ok, one more question.

Vice-Chair Gardias: Just a, I want to just make sure that we just that this parking item will be somehow addressed, right? So just going back to the applicant and your parking person so you're going to revise the numbers? We have an agreement that you're going to revise the number to show the number of the cars that would be truly that would be parked under lower parking requirements scenario for the entire building. And this will be additional calculation because this calculation that's on Page 8 meets of course code requirements, but then reality calculations should be also added to this package and then presented to the Council as the set of the numbers that would be more real.

Chair Fine: I think Vice-Chair that you're concern here is valid that there is this issue of shifting the office space. And I think that's an important one for us to highlight to Council in terms of the fact that this parking could be built today with the office on this side and they could shift the office over and suddenly the demand is different, but I think that's a bit of an artifact given where the current Cal Ave. Parking Assessment District falls. You are welcome to make a Motion around that. I'm not sure if it will be supported, that's up to my fellow Commissioners.

Staff looks like you are hoping to say something? Oh, excellent. Me too. Alright. I don't see any more lights at the moment so I'm going to encourage us to make a Motion. I'm not going to make it myself at the moment, but just to sketch it out I think it would be an approval of the RLUA. Correct me if I'm wrong though, it doesn't seem like we have enough justification to approve the CUP, but if you disagree please let me know. We'd also like to make a recommendation to encourage more and smaller units. There's the note of the parking issues in terms of the Parking Assessment District and then there's we still have to deal with the fact about the retail and the street front and multiple shops. That could be a requirement or just a suggestion. Commissioner Alcheck.

MOTION #1

Commissioner Alcheck: Ok, so I would like to make a Motion that we recommend to the City Council the approval of the MND and the RLUA approving a site and design, approving site and design review to allow construction of this project. I also would like to include a recommendation I guess that's included. That includes the CUP, right?

Mr. Lait: So actually our draft RLUA does not have the CUP findings on there so the Motion would be to include that if that's the direction that you're going.

Commissioner Alcheck: Yeah, I would like to (interrupted)

Mr. Lait: Ok with some supporting information.

Commissioner Alcheck: I would like my Motion to include recommendation that the CUP be granted. Do I need to make those findings in my Motion or are we ok?

Mr. Lait: Yeah, I think we if the if there are I guess if there's a second for that then maybe during the deliberation we could expand on the findings.

SECOND

Commissioner Rosenblum: I second that.

Chair Fine: Alright so the Motion on the floor by Commissioner Alcheck is that we recommend approval of the MND, the RLUA, and we include the approval of the CUP as seconded by Commissioner Rosenblum.

Mr. Lait: So before you vote if I can?

Chair Fine: Oh no, we're going to discuss it first I think.

Mr. Lait: Ok. So great. So then can I just put on the record what the findings are so that you have that for your deliberations?

Chair Fine: Sure. Thank you.

Mr. Lait: Ok. So there are two findings for the CUP and they read as this, as follows: that the proposed, that the CUP would 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. And the second finding is that it be located and conducted in a manner and accord with the Palo Alto Comprehensive Plan and the purpose of this title, the zoning title.

Chair Fine: Thank you. Ok, so I have a few amendments I'd like to suggest, but I want to let the speaker and the seconder. Sorry, the mover and the seconder speak to their Motion.

Commissioner Alcheck: Ok. Would you like me to make the findings? To suggest why the findings are made?

Chair Fine: If that's what you want.

Commissioner Alcheck: No I'm asking my seconder. Would you like me to take on that?

Commissioner Rosenblum: Go ahead.

Commissioner Alcheck: Ok. I think that the, I think I've made the case for I think this project is worth suggesting recommend, is worth recommending for approval. I will identify why I think the findings for the CUP are met. I don't think that this is, I think we meet the first finding very easily. I don't think this is injurious to the parcels or properties in the nearby vicinity. I think more importantly I think this is in line with our Comprehensive Plan and also the sort of guidelines that define this specific area in that when we encourage sort of the development that we want to see there, and I made this

point earlier about merging parcels, what we're really allowing them to do in terms of the office space with the CUP is achieve a very similar result that they theoretically could have achieved with a much less efficient use of space had they divided this parcel into two and then it would have resulted in probably significantly less residential, significantly less retail. Well, I don't know exactly how that would work, but I think what we're doing here is we're in effect achieving compliance with our Comprehensive Plan by allowing the site to effectively achieve its office utilization that I believe the Comprehensive Plan and the guidelines for this specific area are suggesting are what they want. So I might be a little convoluted, but I think that's why it meets the CUP findings.

Chair Fine: Commissioner Rosenblum.

Commissioner Rosenblum: Yeah, that to me the CUP was the piece that I was most unsure about. I find the argument that A) if it was two parcels it would be entitled to almost precisely the same square footage and so now combine the two parcels which I also think is well aligned with the goals of both the El Camino Plan and our Comprehensive Plan and this zone. I find that compelling. So this combining these kinds of parcels I think is useful for the achievement of the goal of both El Camino and the transit oriented areas.

Chair Fine: Thank you very much. I see one light from the Vice-Chair.

FRIENDLY AMENDMENT #1

Vice-Chair Gardias: Yes, I'd like to make an amendment if I may? So I'd like to propose a Friendly Amendment to do the, to include this two following requirements. Number one that office space, office space let me say it differently. That retail space along El Camino that retail space along El Camino, space along El Camino would be restricted only to retail space. That's number one.

Number two is that the applicant will provide or Council will receive calculations for in addition to the parking calculations on Page 8 will receive calculations of the for the entire, for the entire parking requirements per lower ratios for office and retail and the applicant will provide mitigation plan for the overage of the parking spaces that would that this delta would result with.

Chair Fine: Is there a second for this Motion? I actually saw three, this Amendment three parts.

Commissioner Alcheck: Nope, I don't think that's how it works.

Chair Fine: Oh, so it goes to you guys. Sorry. My mistake.

FRIENDLY AMENDMENT #1 FAILED

Commissioner Alcheck: Yeah. So I don't accept either of those amendments as friendly to my Motion.

Chair Fine: Alright. So I believe Vice-Chair that this data about the entire parking requirement and finding the delta and providing mitigations is something we could individually write to Council about as an important issue. It seems to be one you find very important and we appreciate that. There may be something to the requirement about retail along El Camino or the space along El Camino be devoted to retail. I don't know if there's any interest in a Friendly Amendment just around that? Ok. Commissioner Tanaka.

FRIENDLY AMENDMENT #2

Commissioner Tanaka: Yeah, so I'd like to make a Friendly Amendment. The amendment is that there be smaller more units in this development. I think Waldfogel recommended or I forgot the thing you said if it was 18 it's so… how's that? Housing inventory, yes.

Commissioner Alcheck: Ok, so I think at least from my perspective I would need a little clarification from what you're suggesting. Are you suggesting that approval be recommended only if the unit mix was different than 13 or are you suggesting that we recommend approval of this site, but would encourage Council to consider potentially a slightly different unit mix? Are you suggesting you would only approve this if the unit mix, you would only recommend approval if the unit mix was greater than 13 or are you suggesting that you would recommend approval, but you want Council to consider that we think 18 that a greater number of units is prudent? That's what I'm trying to understand.

Commissioner Tanaka: Ok, well I think whatever we say is recommendations, right? So…

Commissioner Alcheck: I know, but I'm wondering if… assuming Council sees the minutes of this conversation and they understand that there's some discussion here and there's some support for this idea of potentially a different unit mix. What I want to understand is if the unit mix didn't change would you suggest Council deny this project? Because if that's what you're suggesting then it informs, I'm trying to understand your amendment.

Commissioner Tanaka: Sure. Yeah, so my amendment is that the unit mix be 18.

FRIENDLY AMENDMENT #2 FAILED

Commissioner Alcheck: Ok, well I can't support, I can't accept that amendment either as a friendly amendment.

Ms. Silver: Through the Chair? If I could help out a little bit on this issue; so our code does not talk about unit size per se. It talks about overall FAR of course and then there are some Housing Element policies that talk about number of units for this particular site. And so I think it is important to explore this issue in the context of the Housing Element that does require that anticipates a higher number of units then is being proposed. Also in the context of the site and design findings you may want to see a higher density smaller units may be more appropriate for this site if you can try to fold it into those findings or if you can try to fold it into the CUP findings or maybe deny the CUP, but suggest that there be some additional permitted use that goes into that space such as housing. And that would since it looks like they're already at the FAR unit for housing you would have to decrease the size of some of the other housing units to allow for the permitted use. So those are some thoughts to consider.

Chair Fine: Thank you. Commissioner Tanaka would you like to reframe your amendment or?

FRIENDLY AMENDMENT #2 RESTATED, UNFRIENDLY AMENDMENT #1

Commissioner Tanaka: Ok. I think for site design reasons, I think for CUP reasons, I think for the fact that there's more housing stock needed for young professionals and seniors, school impacts, many other reasons I think that this project should meet the Housing Element. The Housing Inventory and that should be 18. So that's my Friendly Amendment if you don't accept that, which I think you don't then it's an Unfriendly Amendment and so I need a second on that.

FRIENDLY AMENDMENT #2 FAILED AGAIN

Commissioner Alcheck: Like I said with the utmost respect I do not accept that as a Friendly Amendment.

SECOND

Chair Fine: There is an Unfriendly Amendment on the floor. I'm willing to support it. I'm willing to second that. Please, please.

Commissioner Rosenblum: With respect I actually think the mechanism is to pass to Council the recommendation that they see this project as less attractive because it has fewer units and it's up to the applicant to try to find a way to increase the number of units rather than us dictating a number of units that we would approve it at. That would be my view. That would something I would support as a signer on to the Alcheck proposal.

Chair Fine: So…

Commissioner Rosenblum: I just don't think we can dictate the number of units is what I'm saying.

Chair Fine: So I understood the Unfriendly Amendment at this point to be an encouragement since we cannot dictate it or are you placing it as a requirement? I'm sorry if misconstrue.

Commissioner Tanaka: Yeah. So I believe for this site given the Comp Plan, given the Housing Inventory that a higher number of housing units is warranted on this site.

Chair Fine: I completely agree, I think though it's going to be an encouragement or suggestion rather, unless you want to make it a requirement.

Commissioner Tanaka: These are all recommendations.

Chair Fine: Yeah, ok. So I mean as I see it then what we have now is a movement to approve the RLUA including the CUP, but also recommend that the project have a mix of 18 units. Yes.

Commissioner Alcheck: Just so we're clear all the units… how many, just so we're clear, how many of the units are two bedroom?

Mr. Lait: Seven I think.

Commissioner Alcheck: There's 13? So in theory there are 26 bedrooms and we're suggesting we would prefer an allocation where there was only 18 bedrooms?

Mr. Lait: So just so there's 7, there's 7 two bedrooms and there's 4 one bedrooms. So, 14 and 4, 18 bedrooms.

Commissioner Alcheck: There's currently 18.

Mr. Lait: Proposed.

Commissioner Alcheck: And what we're suggesting is that anything that we would support, what we're suggesting here is that we feel this amendment is suggesting that the housing should have 18 units? Ok. My preference for this process is that we have a Motion on the table. I haven't accepted that Friendly Amendment. I would rather we take a vote on the Motion and then they can have a vote on the Unfriendly Amendment and if there's support for that Unfriendly Amendment then it moves up. I think we should go through the process like as laid out for us.

Chair Fine: Alright.

Commissioner Alcheck: If there's more amendments then we should go through that process.

Chair Fine: I agree. We have lots, we've had lots of opportunity to comment and I think it will be clear to Council the issues that we have around the 18 units, around the parking issues that may result, around retail on El Camino. Those seem to be the big three we've highlighted. Assistant Director.

Mr. Lait: So I'm just as I'm hearing the dialogue I've got to just share an area that gives me some discomfort.

Chair Fine: Sure.
Mr. Lait: So I appreciate the I guess what I'm hearing is that the current project that's being, for the Unfriendly Amendment conversation about wanting 18 units what I'm hearing is that the current proposal that's before you those that might support that the finding that the Commission may be struggling with is one of the site and design findings that say that this project is consistent with the Palo Alto Comprehensive Plan you're cite for that would be the Housing Element and I think it's Housing Program 2.1 and that's fine. My concern would be that if you're asking for a redesign I would be concerned that you're asking for five more units. I don't know what that's going to look like in terms of the building, what that's going to do for the parking mix, and there's a lot of uncertainty into what that project now looks like. And for me I think that's fine if the Commission wants to head down that direction, but that's a continuation for the applicant to go back and study those issues so that we can present to you a more, a project that responds to that should the applicant be interested in pursuing that. So I'm uncomfortable with the let's add five more units and send it off to Council because I think there's some unfinished work there.

Chair Fine: I hear you. Thank you. Ok, so I'd like to thank my colleagues for all our work here. It seems like we are maybe ready to proceed with a clean Motion which I'll

restate in a moment and then I'd like to take a vote. Vice-Chair. I'm being too generous with you.

Vice-Chair Gardias: In terms of the clean I'd like to just offer or propose Unfriendly Amendment for the second item that I was proposing before to (interrupted)

Mr. Lait: I'm sorry Vice-Chair we've got, we're losing track here. We had two, we have a Motion, we have one Friendly Amendment that was failed, we had a second Friendly Amendment that failed, now we have an Unfriendly Amendment I think that has been offered and I believe (interrupted)

Chair Fine: We are not going forth with it. So right now as I am reporting the Motion on the floor is Commissioner Alcheck's original Motion to approve the MND, the RLUA, and the CUP. It's a clean Motion along with the findings for the CUP.

Ms. Silver: I'm sorry, wasn't there an Unfriendly Amendment and a second?

Chair Fine: Yes.

Ms. Silver: So that should be voted on first.

Chair Fine: Ok.

Vice-Chair Gardias: [Unintelligible] that there should be vote.

Chair Fine: Am I allowed to withdraw my support for that one and then take it off the floor?

Ms. Silver: Yes.

UNFRIENDLY AMENDMENT #1 FAILED

Chair Fine: I'll do that. So it's back to the original Motion. Thank you. Vice-Chair.

UNFRIENDLY AMENDMENT #2

Vice-Chair Gardias: Ok, so pretty much Unfriendly Amendment would be to provide calculations and mitigation measures for excess parking.

UNFRIENDLY AMENDMENT #2 FAILED

Chair Fine: Alright, there is an amendment on the floor from Vice-Chair Gardias. Is there a second for that? Doesn't seem like it. We're back still with a clean Motion from Commissioner Alcheck. This is the last light I have. Commissioner Waldfogel.

Commissioner Waldfogel: Let me just explore one other option on housing which is to leave the housing the 13 units as proposed, but as an alternative to the office CUP to replace the second floor office with some number of additional housing and I don't know if we know what that, what format that would be whether it would be 2 units, 3 units, something. And if that requires a variance of some sort then we would be recommending that variance. So I just want to explore that as a…

Commissioner Alcheck: Ok, so I'll just say that again I don't, I think there are, the reason why I think that's an Unfriendly Amend, I think the reason why I would deem that an Unfriendly Amendment is because there are issues related to the maximum FAR of residential that I think somehow we're ignoring in this conversation and so if the 13 unit mix is exactly the same then what you're suggesting is a CUP they haven't asked for which hasn't been studied and hasn't been evaluated and so and then that could change the parking allocation. There's just so many variables in what you're suggesting.

My preference is that and I hope my seconder agrees here that we don't accept that as a Friendly Amendment and I have full faith that Council will see this deliberation as an indication of our amazing support for greater housing units in all projects in Palo Alto, but I just I don't know that we're doing ourselves any justice here by involving so many variable involved suggestions. So I…

Chair Fine: Thank you, Commissioner Alcheck. Commissioner Waldfogel is that an amendment you'd like to make?

Commissioner Waldfogel: Yes, and I just want to make one other point relative to this which is that in half of our deliberation we're giving the applicant credit for joining parcels together and in the other half we're ignoring that. So for example, the retail that the entire project is offering is a replacement for the retail that was on one of the two parcels. So if these parcels were not joined there would be more retail here. So it just seems to me that we can't deliberate part of the time as if this should be two projects and part of the time as if it should be one.

Chair Fine: So to answer that they are required to preserve the existing ground floor retail which is 9,000 something sf. They are not required to build over it. It seems like that's what they're doing.

Commissioner Waldfogel: But if the parcels weren't joined there would be 9,000 on the one side and then there would be (interrupted)

Chair Fine: But there's no retail there so they're not required to build it or retain it as far as I understand. Alright. Folks, folks, let's focus. So we have a Motion on the floor to approve recommendation of the MND, the RLUA, and include approval of the CUP based on the findings that the CUP is not detrimental to property or public safety and that it is in accordance with the Comp Plan. We have gone over a number of things. I think Council will hear loud and clear and if we like we can write (interrupted)

Commissioner Alcheck: I just (interrupted)

Chair Fine: Hold one moment (interrupted)

Commissioner Alcheck: I think you should allow him to suggest an Unfriendly Amendment though. I didn't accept his Friendly so he has an opportunity.

Chair Fine: I'm not sure at this moment we… you're welcome to Commissioner Waldfogel. I'm not sure there will be the support for it at the moment. I'll leave it to you, but otherwise I think we're ready for a vote.

Commissioner Waldfogel: I'm not hearing overwhelming support so let's go.

VOTE

Chair Fine: Ok. So Motion on the floor as proposed by Commissioner Alcheck and with the findings for the CUP, all those in favor? One, two, three. Those opposed? One, two, three. We're split.

MOTION #1 FAILED

Chair Fine: Should we maybe take a five minute break?

Mr. Lait: Sure.

Chair Fine: And then come back to this.

The Commission took a break

Chair Fine: Let's get back to this and see if we can finish this off tonight. Thank you all for your patience. I'm going to go over first a couple options that we could do that maybe we could get some consensus here. So one with regards to the housing we could make a suggestion to Council that they look ways to maximize the housing on the site in

accordance with Comp Plan. We could also make a requirement of this of the approval be that there be another BMR unit or something of sort, sorry (interrupted)

Mr. Lait: You couldn't require that, but it's a (interrupted)

Chair Fine: Suggestion for condition of approval to Council. With regards to the parking issues that Vice-Chair Gardias has brought up staff has said they will include those numbers based on the lower parking requirement thresholds in the report to Council. We could also encourage the project or make a suggestion for requirement that the project either join the Transportation Management Association (TMA), do a TDM pan, plan, require van pools or carpools for the office space and that would be linked to the CUP. So I want to leave it open to the floor for any Motions. Let's try to do Motions rather than just discussion. We've had a long time for that. Vice-Chair.

MOTION #2

Vice-Chair Gardias: Thank you, Mr. Chairman, for building up this options. So I'm going to make a Motion. The Motion would be just to approve the project as it was presented with suggestion to the Council that to increase number of the units and also to with the requirement to for the applicant to join TDM program for additional or for overage parking spaces their calculation for lower ratio.

Chair Fine: Is there a second for that? And I will note you've not included the CUP as the current boiler plate Motion does not include the CUP. Would you like to include approval of the CUP with its findings?

Vice-Chair Gardias: Yes.

Chair Fine: Ok. So let me just type this out. So the Motion as proposed by the Vice-Chair is to approve the Negative Mitigated Declaration, the RLUA, and the CUP along with its findings in addition we make a suggestion to Council to increase the number of units on the site and also a suggestion that the applicant join the TDM for the parking spaces that are an overage as staff understands the overage being the difference between the in district versus out of district area. Is there a second? Commissioner Tanaka.

SECOND

Commissioner Tanaka: I'll second it.

Chair Fine: Seconded by Commissioner Tanaka. Would you like to speak to your Motion?

Vice-Chair Gardias: Thank you. Yes, so I think that this is a reasonable compromise between different voices and also respect to those that were proposing other solutions on this floor and for this reason I think that that's the best vote that we can have on the floor.

Chair Fine: Thank you. Commissioner Tanaka, would you like to speak to this?

Commissioner Tanaka: So I think we all know Cal Ave. is already impacted by a parking shortage so I think the suggestion about parking makes sense and I think I've spoken a lot already about the more units so I don't think I need to do that.

VOTE

Chair Fine: Thank you very much. Let's do this as a vote. So the Motion just to restate it is to approve, recommend approval of the project including the MND, the RULA, the CUP along with its findings and that Council consider ways to increase the number of units on the site and also we suggest that Council require the applicant to join a TDM for the overage parking spaces. All those in favor? One, two, three, four, five. Look at that, unanimous. That's all of us in favor so I believe that item is concluded. Thank you all for your patience. I'm sorry this was a little confusing and troublesome. A lot of that is on me. Ok, that item is done.

MOTION #2 PASSED (6-0-1, Commissioner Downing recused)

Commission Action: Motion by Vice-chair Gardias with second by Commissioner Tanaka to approve the project. Motion passed 6-0, Commissioner Downing recused.

HAYES GROUP ARCHITECTS

April 13th, 2015

Margaret Netto
City of Palo Alto
Department of Planning & Community Environment
250 Hamilton Avenue, 5^{the} floor
Palo Alto, CA 94301

Re: 2515 El Camino Real – Contextual Findings

Below is our explanation of how this project responds to the context-based design criteria under PAMC 18.16.090. Each item below corresponds section by section to the code.

(1.) Pedestrian and Bicycle Environment

The project at 2515 El Camino Real intends to provide a minimum 12' sidewalk width and enhance the pedestrian experience along El Camino Real. Large clear storefront windows engage the public at the sidewalk. The façade rhythm of walls, columns, storefronts, and planters creates visual interest as well as places to rest and sit. Building overhangs and canopies further support the pedestrian and bicyclist experience. Short term bike racks are located along Grant and Sherman Avenues, and long term spaces are below grade.

(2.) Street Building Facades

Ground floor retail doors and windows are primarily oriented towards El Camino Real. Entries are clearly defined and placed to align with the greater building design and side street frontages. The façade includes projecting eaves, overhangs, and above grade balcony areas for both commercial and residential users. The main building entry is accessed from the plaza fronting Sherman Ave. and is clearly defined by the buildings mass and shape. Residential units are oriented outward with windows and balconies overlooking the street. All exposed sides of the building carry the same level of detail and care. The building improves and defines the site relationship with the street, block and corners. Upper floors are setback and allow for privacy, sun shading, and definition.

(3.) Massing and Setbacks

The project has a hierarchy of height and form, and differentiates uses through mass and material. The building's massing informs the primary entry and the roof form accommodates solar panels. The mass is articulated to connect with the pedestrian scale yet strong enough to reinforce the street edge and corners. The building is

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setback from El Camino Real 12' to create a minimum 12' sidewalk.

(4.) Low-Density Residential Transitions

The proposed building is setback from the RM40 zoned property where there is currently a single-family residence. Site landscaping, distance, and wall at the property line will provide visual privacy and separation. The distance between this neighboring property and the proposed building will minimize sun and shade impacts.

(5.) Project Open Space

Project open space is provided for all users including public pedestrians. Private open space above grade is designed for views and is proportioned adequately provide for uses within. The plaza, a common open space, is positioned along Sherman to attract pedestrians from the California Avenue district. The plaza is situated directly in front of commercial space that provides "eyes on the street" and pedestrian activities. This plaza open space is located above an underground garage and will provide landscape features and raised planters and public art

(6.) Parking Design

Most site parking is located below ground and is accessed from Grant and Sherman Avenues. On grade parking and vehicular access is screened from abutting properties with plantings and fences.

(7.) Large (Multi-Acre) Sites

Project is not in a large (multi-acre) site(s).

(8.) Sustainability and Green Building Design

Various green building strategies have been incorporated into the project. The building seeks to use sustainable materials and strategies, including high quality and long life-cycle rain screen façade system, recessed windows, high efficiency glazing systems, and abundant day-lighting. Parking is efficient and concentrated to minimize on-grade parking and deep excavation. Site lighting will be LED or other high efficiency type. Electric vehicle charging stations will comply with the type and quantity required by the city of Palo Alto. Skylights are proposed to illuminate the second floor corridor during the day. A photovoltaic system is proposed and oriented for solar exposure. The site is located near a VTA bus stop. This, proximity to a regional rail station, California Ave. district, and the short term and long-term bicycle parking encourage alternative methods of transportation.

Please call me at (650) 365-0600 x15 if you have any questions.

Sincerely,

Ken Hayes
Hayes Group Architects

HAYES GROUP ARCHITECTS

April 13th, 2015

Margaret Netto
City of Palo Alto
Department of Planning & Community Environment
250 Hamilton Avenue, 5th floor
Palo Alto, CA 94301

Re: 2515 El Camino Real – Performance Standards

Below is our explanation of how this project responds to the Performance Standards under PAMC 18.23. Each item below corresponds section by section to the code.

(1.) Trash Disposal and Recycling

The development at 2515 El Camino Real includes separate, accessible trash facilities for residential and commercial users for the storage of trash and recyclable materials. The commercial facility is setback from Grant Avenue and partially blocked from view by a raised planters with doors shielded from view. The residential trash and recycling facility is located within the building perimeter and is completely blocked from public view. Both trash enclosures are accessible to all residents and users of the property. All trash enclosures are at least 25' from the abutting residential property. Please refer to the sheet A2.1 for location and sizing.

(2.) Lighting

Energy efficient exterior light bollards, wall mounted light fixtures, recessed wall lights, recessed down lights, and linear led fixtures illuminate the plaza and paths to ensure safe and secured access to the site and building. Light levels from fixtures on site will not exceed 0.5 foot-candle at the RM-40 property line. All fixtures will be mounted less than 15' above grade. Interior lighting by future tenant shall be designed to minimize nighttime glow visible from nearby properties. On-site lighting will not affect abutting land uses. All fixtures will be LED or other high efficiency type. All fixtures direct light downward. There are no fixtures proposed within driveway vision triangles.

(3.) Late Night Uses and Activities

Tenant is not yet determined for the project and commercial tenant development is not part of the project scope. Tenant intending to have late night operation will coordinate with the city under separate permitting.

(4.) Visual, Screening, and Landscaping

Equipment will be screened from the public and abutting residential properties. Landscaping is designed to be proportional to the size of planting areas and the mass of the structure. Plant selection considers solar orientation, drought tolerance, maintenance requirements and privacy screening and shall allow for a mature appearance within five years.

Walls facing residential properties employ planting and architectural features to break down mass and bulk. There are no on-site loading docks, and trash storage areas are setback and partially screened from view. Landscape at abutting residential properties is designed to screen and visually separate properties. A solid fence of at least 6' tall is proposed to further separate the properties.

Protrusion of roof elements will be designed in an organized manor to minimize visual impacts from the street and neighboring properties. No rooftop enclosure or equipment shall extend above 15' over the roofline. All equipment otherwise visible from the street shall have a roof screen.

Planting strips and street trees are proposed along street frontage while site landscaping provides separation from vehicular and pedestrian.

(5.) Noise and Vibration

The project will make best effort with available current building material technology to comply with the noise ordinance under chapter 9.10 of the Palo Alto Municipal code. Please refer to the acoustic report. All mechanical equipment shall be located out of setbacks and view from abutting residential properties. Mechanical vibration generated from the site shall not be noticeable from abutting RM-40 zone.

(6.) Parking

Most parking for the project will be located in the underground garage. At-grade parking will be located behind the proposed building. Landscaping is proposed along abutting property lines and is set back to allow for landscape screening.

(7.) Vehicular, Pedestrian, and Bicycle Site Access

Vehicular access is located toward the back of the site and accessed from Grant and Sherman Avenues. Site circulation directly connects to adjacent public sidewalks. The designated commercial loading zone is along Sherman Ave and replaces a curb cut. The future tenant will be responsible for delivery hours in compliance with the city's requirements.

(8.) Air Quality

At the time of submission, there is no known odor or toxic air contaminants expected for the project. Future tenant has not been determined. Future commercial uses that may be objectionable by reason of the production of emissions of odor, smoke, dust, or other similar air contaminants shall provide information to the appropriate city department under separate submission showing proposed methods to minimize those contaminants.

(9.) Hazardous Materials

"H" occupancy is not proposed for the project. No hazardous material storage / handling is proposed at the project

Please call me at (650) 365-0600 x15 if you have any questions.

Sincerely,

Ken Hayes

Hayes Group Architects

HAYES GROUP ARCHITECTS

April 13, 2015

Margaret Netto
City of Palo Alto
Department of Planning & Community Environment
250 Hamilton Avenue, 5the floor
Palo Alto, CA 94301

Re: 2515 El Camino Real – Site Planning and Review

Attached is Hayes Group Architect's submittal package for 2515 El Camino Real for Site and Design Review. The project applicant is Hayes Group Architects on behalf of our client, ECRPA, LLC. This package includes 12 sets of drawings, including 8 half size and 4 full size set, including the site survey, contextual photos, the proposed site plan, floor plans, elevations, sections, and perspectives. A digital copy is also included on the attached CD.

1. EXISTING CONDITIONS

The current site is occupied by the Olive Garden restaurant and parking lot. The site is located on the northeast side of El Camino Real, between Sherman and Grant Ave. The Coronet Motel is across Sherman Ave. and abuts a large city surface parking lot. The abutting property down Sherman Ave. is a single story office building, followed by a series of two to three story office buildings. Across El Camino Real are a six story office building/bank and a two story office building soon to be replaced by a multi-story mixed use building. Across Grant Ave. is a parking lot connected to a Chipotle restaurant, followed by a three-story apartment building. Abutting the property down Grant Avenue is a single story home, followed by a duplex, and ending the block in a four-story apartment building.

2. PROPOSED PROJECT

We propose to build a three story mixed use building that will replace the existing single story restaurant on the 2515 El Camino Real site. All required parking for the project will be parked on site either on grade or one level underground.

The project will house 13 2-bedroom residential units, office, and retail space. The floor area of the existing restaurant will be preserved as retail use. The permitted floor area for office of 25% of the parcel area or 5,000 SF maximum is proposed with a conditional use permit to exceed this amount.

The proposed building is 40'-0" tall and complies with the height restrictions set for a mixed use CN zone on El Camino Real, the allowable density, build-to-line, FAR for ECR properties and the required setbacks.

The proposed project's siting reinforces the El Camino Real street frontage and sidewalk and provides a plaza amenity along the less busy Sherman Avenue frontage. The building defines a separation of uses

through a change of form, materials, and façade treatments, and responds to the flow of El Camino Real with a repetitive façade rhythm.

3. COMMUNITY AND NEIGHBORHOOD BENEFIT

The proposed project strengthens the El Camino street frontage at the Grant and Sherman Avenue corners with its massing. On Sherman Avenue, the project encourages gathering and reinforces the main building entry with a pedestrian plaza. Vehicular access from Sherman and Grant allows elimination of the driveway cut on El Camino Real. Existing neighboring uses should benefit from this proposed project; its uses will attract new residents and commercial patrons. The project will be constructed at a time when commercial space and housing are most needed. By using new materials, modern forms, and varied depth this project will be a desirable place to live, work, and shop.

4. PARKING & BICYCLE SPACES

This mixed use project requests a 10% shared parking reduction. Please refer to page A0.3 for the parking calculation summary. 18 parking spaces are provided at grade for convenience to the commercial retail spaces while the remaining spaces are in a new underground garage. A total of 112 spaces are provided, satisfying the parking requirement with the 10% mixed use reduction. Short term bicycle parking will be along the sidewalks at the the Grant and Sherman Avenues, and long term bicycle parking will be in the underground garage.

5. TRASH/RECYCLING

Two covered trash and recycling facilities will be provided. The commercial facility will be in its own enclosure in the parking lot. The residential facility will be within the building perimeter and close to the main residential egress.

6. GREEN BUILDING STANDARD

In accordance with the city's Green Building Ordinance, the building will satisfy requirements for Cal Green Tier II. The residential portion shall be Green Point Rated. Proximity to major bus lines and regional rail support the sustained livability and workability of the project. Use of solar panels, solar shading strategies, cross and stack ventilation help to improve an ecological balance on a site that currently only boasts a parking lot and dated restaurant building.

We look forward to a Site and Design review so that we can proceed with the development of this project.

Please call me at (650)365-0600x15 if you have any questions

Sincerely,

Ken Hayes, AIA

Principal

2657 Spring Street, Redwood City, CA 94063 Phone 650.365.0600 Fax 650.365.0670 thehayesgroup.com *Architecture and Interiors*

HAYES GROUP ARCHITECTS

April 13, 2015

Margaret Netto
City of Palo Alto
Department of Planning & Community Environment
250 Hamilton Avenue, 5the floor
Palo Alto, CA 94301

Re: 2515 El Camino Real – Conditional Use Permit

This package for a conditional use permit includes 12 sets of drawings, including 8 half size and 4 full size set, including the site survey, contextual photos, the proposed site plan, floor plans, elevations, sections, and perspectives. A digital copy is also included on the attached CD.

1. EXISTING ZONING AND LIMITATION

The CN zone allows 25% or 5,000 SF of a given site area to be used for professional office. Most sites in the CN zone are small commercial parcels where the 5,000 SF cap is reasonable. This parcel was created in 1996 when two parcels were merged into one with a total lot area of 39,908 SF.

2. PROPOSED PROJECT

We request a conditional use permit to allow 9,825 SF of office space on a site that limits office space to 5,000 SF. 9,825 SF is less than 25% of the total site area.

The proposed project is a three story mixed use building that will replace an existing single story restaurant on the 2515 El Camino Real site. This existing 9,694 SF of ground floor restaurant space will be expanded to 9,914 SF of retail restaurant use. We propose 9,825 SF of office space, and 13 two-bedroom units creating 19,983 SF of residential floor area.

The granting of this conditional use permit application will not be detrimental or injurious to property or require substantial improvements in the vicinity and will not be detrimental to the public health, safety, general welfare, or convenience. We find our request is consistent with the Palo Alto Comprehensive Plan, especially policy L-9 and L-10, and Title 18 of the Palo Alto Municipal Code as allowed by PAMC 18.16.050(b)(2)(b).

Please refer to Performance Standards, Contextual Findings, and Site Planning and Review letters for specific findings and compliance with Palo Alto Municipal Code not mentioned in this letter. Area calculations, FAR, and parking summaries are included in the submitted drawings.

3. **FINDINGS**

We find the issuance of a Conditional Use Permit to allow for 9,825 SF of office area at 2515 El Camino Real to be consistent with the Palo Alto Comprehensive plan. The project aligns with the Comprehensive Plan:

- Policy L-1: 2515 El Camino Real is within a developed urban service area.
- Policy L-2: This policy is not applicable.
- Policy L-3: 2515 El Camino Real frames views of the foothills while blocking views and noise from El Camino Real
- Policy L-4: 2515 El Camino Real is a contemporary architectural style reflecting modern use and commercial vitality.
- Policy L-5: 2515 El Camino Real is proportional to its site area, use, and location. Building use is not unusual for the California Avenue node area. Building placement and orientation are intended to improve the pedestrian experience.
- Policy L-6: 2515 El Camino Real is setback from abutting properties to avoid an appearance of abrupt change in height. Mixed use occupancy further supports this policy.
- Policy L-7: 2515 El Camino Real provides a plaza amenity, architecturally strengthens block corners, and creates a buffer from El Camino Real noise and sight.
- Policy L-8: 2515 El Camino Real is within the established office limit.
- Policy L-9: 2515 El Camino Real is a mixed use project that will add economic vitality to the area. The site is well suited for mixed use as it is near regional transit and commercial services
- Policy L-10: 2515 El Camino Real is a listed as a neighborhood commercial site in the land use designation map
- Policy L-11: 2515 El Camino Real promotes increased compatibility and interdependence with the surrounding neighborhood and node.
- Policy L-12: 2515 El Camino Real supports the neighborhood character by anchoring the block to the corner, while respecting its aged character with setbacks. Scale and street presence enliven the pedestrian experience.
- Policy L-13: 2515 El Camino Real increases residential density.
- Policy L-14: 2515 El Camino Real provides a clear relationship of each unit to the public street.
- Policy L-15: 2515 El Camino Real provides a public plaza facing California Avenue district and connected to the Sherman neighborhood.
- Policy L-16: Retail use tenant to be determined.
- Policy L-17: 2515 El Camino Real supports the pedestrian experience with walkways, seating, and a plaza.
- Policy L-18: 2515 El Camino Real upgrades and revitalizes two El Camino Real corners. It is compatible with the greater California Avenue node.
- Policy L-19: 2515 El Camino Real encourages a mix of land uses and breaks commercial uses into different building areas and levels.
- Policy L-20: 2515 El Camino Real strengthens street corners and frames a new public plaza
- Policy L-21: Gathering space is oriented toward anticipated pedestrian flow.
- Policy L-22: Varies paving and landscaping should enhance this corner property
- Policy L-23 through L27: not applicable
- Policy L-28: The project is intermediate in function to downtown and smaller neighborhood business areas.
- Policy L-29: 2515 El Camino Real is mixed use
- Policy L-30: 2515 El Camino Real helps the scale transition of California Ave to local residential neighborhoods
- Policy L-31: 2515 El Camino Real provides links to California Ave.
- Policy L-32 through L-47 Not Applicable
- Policy L-48: 2515 El Camino Real is a high quality creative design with compatible site planning
- Policy L-49: 2515 El Camino Real revitalizes the street frontage and increase public safety with more "eyes on the street"
- Policy L-50: Signage has not yet been determined, but shall comply with city code

- Policy L-51 through L-60: Not applicable
- Policy L-61: 2515 El Camino Real provides a public plaza and mixed use promotes active use of plaza at different times of the day and night.
- Policy L-62: Public seating will be provided
- Policy L-63: 2515 El Camino Real increases restaurant and retail use.
- Policy L-64: 2515 El Camino Real creates a potential new area for art in its public space.
- Policy L-65: tenant is not determined yet
- Policy L-66: 2515 El Camino Real improves street character.
- Policy L-67: 2515 El Camino Real is pedestrian oriented.
- Policy L-68 through L-69: Not applicable
- Policy L-70: 2515 El Camino Real expands Palo Alto's street tree system while reducing at-grade parking.
- Policy L-71: 2515 El Camino Real strengthens the approach to the California Avenue district and train station
- Policy L-72 through L-74: Public Art to be determined
- Policy L-75: 2515 El Camino Real reduces heat island effect by reducing on grade parking.
- Policy L-76: 2515 El Camino Real shall have a parking lot 50% shaded by trees.
- Policy L-77: 2515 El Camino Real parks most cars underground
- Policy L-78: 2515 El Camino Real seeks a mixed use reduction in parking
- Policy L-79: 2515 El Camino Real improves El Camino Real traffic flow by removing a curb cut.

Please call me at (650)365-0600 x15 if you have any questions

Sincerely,

Ken Hayes, AIA

Principal

2657 Spring Street, Redwood City, CA 94063 Phone 650.365.0600 Fax 650.365.0670 thehayesgroup.com *Architecture and Interiors*

Attachment M

Hardcopies to City Council and Libraries only

Project plans can be reviewed at:

http://www.cityofpaloalto.org/news/displaynews.asp?NewsID=2779&TargetID=319