Architectural Review Board
Staff Report (ID # 8918)

Report Type: Action Items **Meeting Date:** 6/21/2018

Summary Title: 375 Hamilton Downtown Parking Garage

Title: PUBLIC HEARING/QUASI-JUDICIAL. 375 Hamilton Avenue [17PLN-00360]: Recommendation for a Request for Approval of an Architectural Review Application for a Five-Level, 50' Tall Parking Structure, With One Below Grade Parking Level, Providing 325 Public Parking Spaces and Approximately 2,000 Square Feet of Retail Space Fronting Waverley Street. Environmental Assessment: A Draft Environmental Impact Report was published May 18, 2018 and circulated for public comments. Zone District: Public Facilities (PF). For More Information Contact Chief Planning Official Amy French at amy.french@cityofpaloalto.org.

From: Jonathan Lait

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

1. Consider the Draft Environmental Impact Report (EIR) published May 18, 2018, and provide comments on the Draft EIR, and

2. Conduct public hearing and provide comments on the proposed project and continue the hearing to a date certain, July 5, 2018, to allow all five ARB members to consider and provide a recommendation on the project.

Report Summary
The subject project was previously reviewed by the ARB. An earlier staff report includes extensive background information, project analysis and evaluation to city codes and policies; that report is available online: https://www.cityofpaloalto.org/civicax/filebank/documents/63384. A copy of the report without prior attachments is available in Attachment E.

City of Palo Alto
Planning & Community Environment
250 Hamilton Avenue
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The purpose of this report is to restate the ARB's comments and detail the applicant's response to those comments, as well as to provide discussion regarding the recently published Draft EIR to allow public comments during the public comment period ending July 2, 2018. The analysis section below builds upon the information contained in the earlier report, modified to reflect recent project changes.

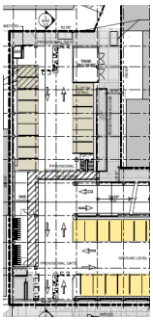
Background

On February 15, 2018, the ARB reviewed the project. A video recording of the ARB's meeting is available online: http://midpenmedia.org/architectural-review-board-75/. Excerpt meeting minutes are attached (Attachment C). The ARB's comments and the applicant's response are summarized in the following table:

ARB Comments/Direction	Applicant Response
The extent of the Hamilton setback encroachment is too great (zero setback for columns, two feet to building wall) – provide a greater setback from Hamilton property line	The building is now set back 3 feet (a 4 foot encroachment into 7 foot special setback) from the property line, and better aligned with the ATT building. This change contributed to the reduction in the overall number of parking spaces provided at each level.
(1) Proportion and massing are a concern at the Hamilton side (too uniform); (2) Building has a base and middle but no top; (3) Greenery can soften brutalist architecture (but clarify how can ensure greenery will succeed - texture alone should succeed even without the plant material).	The heavy two-story arcade base is now a narrow canopy at Hamilton and Waverley. There is still no 'top' – it is base and above base. Public art will now also be installed above the parking entrance on Hamilton Avenue. Vines trained to grow on cable grid will visually soften the board-formed concrete wall that has a pattern of square penetrations or indentations.
Corner stair concern: the relationship between the edges and the floor and the stair are "sort of out of sync"	The material of the perforated metal shroud at the corner stair was refined into a more open, transparent structure and the mass/apparent mass of the stair covering was reduced. The public art installation will be incorporated into and onto the perforated metal panel screens around the stair.
Alley service area issues, difficult to resolve	Concrete paving will ensure durable access to the common refuse storage room at Lane 21
Provide as high as a ceiling on the ground floor as feasible, to make it more open (safe and inviting) for a better pedestrian experience travelling from Hamilton to CVS – increase the perception of height for the pedestrian path inside the garage and bring more attention to where the bike parking is	First floor ceiling height was raised to 12'6" and the fourth floor ceiling height was reduced to keep the same overall building height. Small entry plaza near 50-bike, 585 sf storage room near the main vehicle Leads to a pedestrian pathway through the structure to Lane 21 near CVS.
Landscaping concerns were: (1) plants on the dark side of the building are unlikely to flourish, and (2) the section of the alley where the trees were shown would be more utilitarian -	The project landscape architect is preparing a letter describing the viability of plant material. The columnar Gingko trees in the alley were deleted from the plans and the number of street trees was increased by four trees (two Gingko trees added to

trees might inhibit access.	existing trees on Waverley, two Gingko trees added on Hamilton) The 3 Oaks on Hamilton would compensate for the removal of the one protected oak tree.

Pedestrian Circulation





The above left image shows the proposed, dedicated pedestrian circulation path from Hamilton, intended to minimize conflicts with vehicles. The middle image shows the Hamilton Avenue pedestrian plaza next to the AT&T building, leading to the bicycle storage area - and including a wood bench attached to the board formed concrete planter, near the vehicle entrance. Several of these wood benches are also proposed to be attached to planters along Hamilton, where a wider sidewalk (given the increased building setback) and seven street trees are proposed. The above right image shows the pedestrian experience exiting the garage into the alley and walking down the alley toward the Waverley Street retail stores. Stairwells will be illuminated by linear downlights hidden in the canopy framework (Aion WT402 series) and by delta-lights (recessed in concrete lights). The daytime experiences at the corner plaza and Waverley entrance to the alley are illustrated in images below left and right, respectively.




Design Changes Contributing to Reduction in Parking Spaces

The design modifications that contributed to a 13-parking space reduction (to 325 spaces) included:

- Reduction in plan depth on Hamilton to move the building away from the property line.
- Increase in the height of the first story to improve pedestrian routes and retail area.
- Provision of safer pedestrian route from Hamilton Ave to the pedestrian alley.

To move the building away from Hamilton, the drive aisle was reduced by one foot and the parking stall widths in this area were increased to meet City stall width standard. The increase

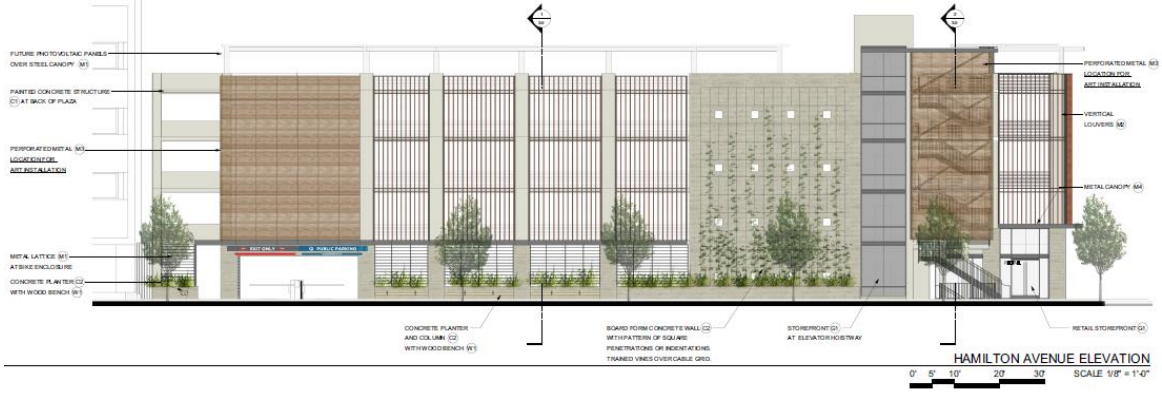
in stall width necessitated a reduction in the number of stalls that could be accommodated in this area on all floors. The reduction of the height of level 4 removed the ability to provide ADA stalls at levels 4 and 5 and stall layouts at ground floor and floors 1 and 2 were adjusted to meet ADA code requirements, but this also impacted the stall count. The dedicated pedestrian route from Hamilton to the pedestrian alley way crosses a previously parked area and therefore, additional parking stalls were lost to make a safer crossing.

Elevations

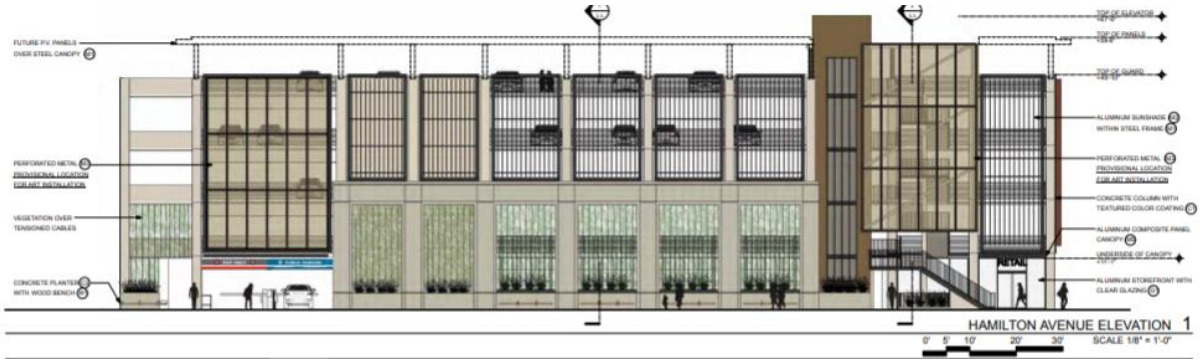
The images below show a post and wire system (left photo), excerpt of the Hamilton elevation (middle image) wired vines attached to board-formed concrete), and 2017 elevation excerpt.



Images of the Hamilton and Waverley elevations below allow visual comparison of December 2017 and May 2018 designs. The first elevation shows the revised Hamilton Ave. elevation.



The below image from the December 2017 plans, shows the earlier Hamilton Ave. elevation:





Images of the Waverley Street elevations are above (May 2018) and below (December 2017).



Street Tree Additions

The revised landscape plan (sheet ARB 4.1) shows two new Gingkos (to supplement the two existing Gingkos) on Waverley, and four Ginkgos and three oaks on Hamilton following the February ARB meeting, and deletion of the alley's columnar Gingkos.

Corner Plaza and Alley Treatment: Hardscaping, Storm-water Treatment, Landscaping

Clarifications are as follows:

- The rendered images on plan sheets ARB 3.3 and 3.9 still reflect alley Gingkos, which are no longer proposed and would be modified in plans for City Council review.
- Plan sheet ARB 3.9 renderings indicate a gray paving pattern for the corner plaza and alley, whereas plan sheets ARB 4.1 and ARB 4.2 show warm brick colored pavers mixed with gray pavers in the corner plaza, alley and a small plaza near the bike locker area.

The pedestrian access alley is intended to be a quiet, human-scaled alternative route through the project site with inviting, decorative pervious pavement, benches, landscaped storm water treatment planters, and pedestrian scaled lighting. The bench options shown in the plans included Timber form 'Colossus' and Landscape Forms 'Parallel'.

The storm water planters are at grade level (even with the walkway), and will feature a combination of low growing knee high foliage, flowering plants that provide year round interest and function to cleanse storm water directed from the parking structure roof. Planting species have been carefully selected to be successful in the alley environment and to enhance the pedestrian experience. Deep shade plants (sword fern, red current) are among the plants selected for alley landscaping; images of these species are provided on sheet ARB 4.2.

Parking Space Composition

The 325 automobile stalls on all levels include eight accessible spaces, 82 Stalls enabled for electric vehicle charging capacity (with 17 to be installed initially). A total of six stalls are proposed to serve the new retail area, with one stall provided to serve 550 Waverley. None of the spaces are proposed to utilize mechanical parking systems.

Approximately 46 bike parking spaces appear to be possible on the first floor of the garage in double vertical racks; the remaining space is adjacent to the shear wall and will not allow the depth required for the stackers. The applicant is considering using a different rack system that would allow at least an additional 10 bikes and still allow bike and trailer storage – so the total bike parking count is anticipated to increase to 55-60 bikes (including 3 trailers).

Photo-Voltaic Panels and Building Height

The building will be designed with infrastructure to allow for the future installation of photovoltaic (PV) panels mounted above the top parking deck. The PV structure will reach a height of 56 feet above grade. The elevator penthouse would reach a height of 63 feet above grade. The primary stair and elevator circulation features are prominently positioned at the corner of Waverley Street and Hamilton Avenue where the building edge erodes to create a pedestrian court.

Setbacks and Floor Area

As noted in the above chart and attached zoning compliance table, the building is now proposed to be set back three feet from the property line at Hamilton Avenue (extending four feet into the special setback). The building extends to the property line at Waverley Street. The structure would still be two feet from the interior lot line at the AT&T building, ten feet from the southerly wall of 560 Waverley Street property, and 16'7" from the rear wall of the Waverley Street properties. The building separation/setback compliance in this location is important to allow for openings for natural ventilation into the parking garage, and for light to reach the existing windows at 560 Waverley. This necessary setback also creates the opportunity for the pedestrian walkway.

Analysis[1]

The proposed changes address the ARB's and staff comments as noted in the previous report section. The February 15, 2018 report provided analysis of the project with respect to the Downtown Urban Design Guide, Comprehensive Plan policies and Zoning compliance. To the extent the modifications warrant further conversation, that discussion is provided below.

The project will be scheduled for approval by Council following (1) conclusion of the DEIR comment period on July 2, 2018, (2) the preparation of a Final EIR responding to any comments.

Downtown Urban Design Guide

The revised project now better supports the Guide's district goal to promote Hamilton Avenue as an active mixed use district and meet the goal for complimentary outdoor amenities to offset the urban intensity, by provision of:

- Reduction in the automobile parking space supply (now 325 spaces, a 13-space reduction) is balanced by the number bicycle parking spaces (50 spaces) and improved pedestrian circulation within the garage,
- Retention of 1,955 sf of retail space (slightly reduced area from the prior plans),
- Four additional street trees,
- Additional bench seating with planters along Hamilton Avenue.
- The parking guidance system will make parking in the upper and lower garage levels more convenient.
- The improved pedestrian route from Hamilton Avenue through the building will assist wayfinding.
- The corner building and plaza treatment is still strong but the mass of the stair covering was reduced to respond to the ARB's comments.
- Direct access to the retail space is still provided from the corner plaza as well as from the Waverley frontage.
- Public art, low plant material along Hamilton Avenue, supplemented by the additional street trees, will contribute to pedestrian friendliness on this frontage.

Comprehensive Plan and Zoning Compliance

Relevant Comprehensive Plan policies, and project features related thereto, are cited in DEIR and the RLUA (Attachment A). The Zoning compliance table has been modified (Attachment B) to reflect project plan changes such as the increased setback along Hamilton Avenue. The PF zone minimum 10 foot setback from the property lines shared with the existing Waverley Street buildings will be met with the project.

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

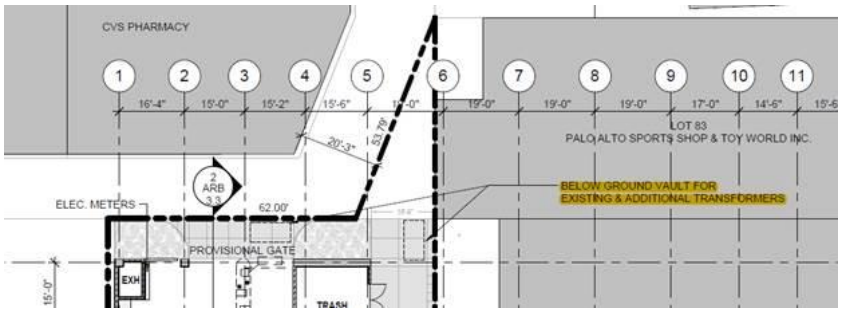
Additional plan modifications to ensure consistency between plan sheet pages, and further address recent City staff comments regarding soil volume and storm water treatment, will be undertaken prior to Council review in the fall.

Key Issues

***PF Zone Ordinance, Hamilton Setback and Parking Spaces**:* On June 11, 2018, Council approved the PF zone and parking regulations ordinance amendment. The second reading of the ordinance is scheduled for June 25, 2018. The code modifications will allow Council to approve the Downtown Garage with the exceptions to development standards including setbacks.

The architect/project team responded to the ARB's request to reduce the encroachment into the Hamilton setback, and for safe pedestrian access from Hamilton through the garage to the pedestrian alley. As noted, the provision of a three foot setback from Hamilton, and other plan modifications to address pedestrian safety inside the garage, resulted in a reduction in the overall number of parking spaces. The Council will have the opportunity to consider and act on the application, including the number of automobile and bike parking spaces to be provided.

Transformer: The existing above -grade transformer will be placed below grade as part of this project, to clean up the alley. The new transformer for the garage will also be put below grade, as shown on plan sheet ARB 2.1



Bird Friendly Glass: The retail storefront windows and the elevator tower storefront system will be facing new trees, so bird-friendly glass is needed. An approval condition to require bird-friendly glass is included in the RLUA.

Signage: While the plans indicate wall signage for the retail space(s) facing the Waverley and Hamilton frontages, the tenant(s) and sign program is unknown at this time. The plans show signs would hang above the vehicle entrances, stating "exit only" and "public parking". Address signage, and vehicular and pedestrian wayfinding signage would be needed. The retail space signage would be part of a separate architectural review application.

Street Trees:
The Urban Forester has noted that the soil volume and distance between the street trees and new building are inadequate, with the following specific comments:

- Gingko biloba, a medium-sized tree at maturity, needs 800 cubic feet of soil per tree and Quercus agrifolia, a large-sized tree, needs 1200 cubic feet per tree.
- The nine proposed trees require 8400 cubic feet of soil volume at 3 feet deep.
- If tree wells are combined into a connected soil area, 75% of the combined volume, 6300 cubic feet, would be adequate to allow trees to grow to full mature size.
- Combined soil volume can be provided with a suspended pavement system using soil cells, pier and grade beam, or other methods to provide non-compacted healthy soil under pavement.

Relevant conditions of approval are included in the Draft Record of Land Use Action to address these concerns.

***Loading and Access to Existing Waverley Street Properties**:*
At the February 15, 2018 ARB meeting, a representative of the owners of property on Waverley spoke regarding access, parking and deliveries to the Waverley businesses. The discussion about the issues raised is under the Public Comments section of this report.

Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. Specifically, a Draft Environmental Impact Report (EIR) was published on May 18, 2018 and circulated for public comments. The comment period ends July 2, 2018. The Draft EIR is viewable here: https://www.cityofpaloalto.org/civicax/filebank/documents/65110.

Draft EIR Summary and Mitigation Measures

The Draft EIR page 1 Executive Summary provides a project overview, project objectives and approach, four alternatives to the proposed project, and a summary of impacts with level of significance described in a table. The topics with mitigation measures required are:

1. Biology: Mitigation measures are proposed to address potential impacts related to nesting birds, tree preservation and protection, tree replacement. The tree measures require the arborist report of May 2017 to be implemented, with no net loss of canopy, and the planting of Gingkos and Oaks along Hamilton and Waverley are part of the mitigation.

2. Cultural Resources: Mitigation measures are proposed regarding resource and human remains recovery procedures, and unanticipated discover of tribal cultural resources.

3. Geology and Soil: Mitigation measures are proposed related to geotechnical investigation for basement structures, and temporary basement shoring, slopes and cut, and require implementation of the geotechnical report recommendations and best management practices.

4. Hazardous Waste and Material: One mitigation measure is proposed to require preparation and implementation of a health and safety plan, and implementation of standard measures for

collection, transport and disposal of material if hazardous material is exposed during construction.

5. Transportation: Three mitigation measures are proposed to require a construction traffic control plan, a vehicle queuing analysis (in the event a paid parking component with gates is implemented) and a parking structure access and exit safety improvement (a stop sign at the intersection of Lane 21 and Bryant Street.

In 2017, a Draft Initial Study and Notice of Preparation had been circulated to the State Clearinghouse and notice was provided under the California Environmental Quality Act (CEQA). The Draft EIR has also been circulated to the State Clearinghouse for comments.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the Palo Alto Weekly on June 8, 2018, which is 14 days in advance of the meeting. Postcard mailing occurred on June 8, 2018, which is 14 days in advance of the meeting.

Public Comments

The City has responded to comments made by the property owner of 558-560 Waverley Street via letters attached to this report (Attachment G). The topics addressed therein included garage access for on-site parking, dedicated parking spaces in the garage, access to clean out servicing, and aesthetics of the garage. The City's response noted:

- Any request for access easements would be revisited if and when applications for redevelopment of the properties are submitted, and the formal parking space allocated to 550 Waverley per the City's Assessment Roll is replaced in the garage plan. The City has offered to create a loading zone on Waverley Street for deliveries.
- The grease trap service vendor for 560 Waverley utilizes the public parking lot and improperly blocks the drive aisle to service the clean outs, and the garage design allows a typical large pump truck with a 100' hose to park adjacent to the trash enclosure to perform servicing operations.
- Unchanged are the 10 foot pedestrian alley width (required to allow openings for natural ventilation into the garage) and the eight feet long canopy lighting.
- The elevator hoist way is designed to have clear tempered glazing to provide patrons a better view of the historic Post Office and Hamilton Avenue streetscape.

As of the writing of this report, staff had not received any public comments on the Draft EIR. Public comments submitted in writing prior to the comment period end date, July 2, 2018, will be addressed in the Final EIR prior to Council consideration of the project.

Alternative Actions

Alternatives to the recommended action include:

1. ARB recommends approval of the proposed project to the City Council based on findings and subject to conditions of approval contained in the Draft Record of Land Use Action (Attachment B).
2. ARB recommends approval of the project with modified findings or conditions; or
3. ARB recommends project denial based on revised findings.

Attachments:

- Attachment A: Draft Record of Land Use Action (DOC)
- Attachment B: Downtown Parking Garage Updated Project Description (PDF)
- Attachment C: Zoning Compliance Table (DOCX)
- Attachment D: February 15 2018 ARB Excerpt minutes (DOCX)
- Attachment E: February 15, 2018 ARB Report Without Attachments (PDF)
- Attachment F: Project plans and Draft EIR (directions to project webpage) (DOCX)
- Attachment G PART 1: 2018-02-12 Letter to Brian McSweeney (2) (PDF)
- Attachment G PART 2: Wong letter February 14 (PDF)
- Attachment G PART 3: Most Recent Letter to Brian McSweeney (PDF)

DRAFT

ACTION NO. 2018-0X

RECORD OF THE COUNCIL OF THE CITY OF PALO ALTO LAND USE ACTION FOR 375 HAMILTON AVENUE ARCHITECTURAL REVIEW 17PLN-00360

On _____, 2018, the Council approved the proposed Public Parking Garage at 375 Hamilton Avenue making the following findings, determination and declarations:

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

A. On _____, 2018, Council conducted a public hearing to consider:

(1) The Final Environmental Impact Report (EIR), published on _____, 2018, in response to comments made during the initial public comment period on the Draft EIR published May 18, 2018, and Mitigation Monitoring and Reporting Program, and

(2) The Architectural Review application and approval recommendation by the Architectural Review Board, for the Public Parking Garage at 375 Sherman Avenue.

B. The Architectural Review Board (ARB) conducted two formal public hearings on the Public Parking Garage project; the first hearing was on February 15, 2018; the second hearing was held June 21, 2018, and provided a public hearing opportunity for the public comments on the Draft EIR; the ARB continued the hearing to July 5, 2018, recommending _____ of the project on that date;

C. City Council, on June 11, 2018, approved the ordinance recommended by the Planning and Transportation Commission to modify the PF zone development standards and parking requirements in the Downtown and California Avenue business districts for essential services facilities and public parking garages;

SECTION 2. Environmental Review. The City of Palo Alto prepared a Draft Environmental Impact Report (EIR) for the project in accordance with CEQA, which was circulated for public review and comment from May 18, 2018 through July 2, 1028; a Final EIR was prepared to respond to comments and published on _____, 2018; the City Council certified and made related findings by Resolution No. _____ on _____, 2018, prior to approval of the decision that is the subject of this RLUA.

SECTION 3. Architectural Review Findings. The design and architecture of the proposed project, as conditioned, complies with the Findings for Architectural Review as required in PAMC Chapter 18.76. The design and architecture of the proposed public parking garage complies with the Six Findings for Architectural Review set forth in Palo Alto Municipal Code Chapter 18.76 Section 18.76.020.

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

design guides. *The project is consistent with Finding #1 because:*

- With Council's recent (June 11th) adoption of an ordinance amending the Public Facilities development standards for city parking garages, the project will comply with the land use and development standards of the PF zone.
- The following policies and programs of the Comprehensive Plan (Plan) are relevant to the project:
    - Policy T-5.6, Strongly encourage the use of below-grade or structured parking, and explore mechanized parking instead of surface parking for new developments of all types while minimizing negative impacts including on groundwater and landscaping where feasible. *The project includes below grade and structure parking; mechanized parking is not proposed.*
    - Policy T-5.7, Require new or redesigned parking lots to optimize pedestrian and bicycle safety. *The project includes bicycle storage with special entry plaza at Hamilton, and a dedicated, striped pedestrian pathway on the ground floor leading to the enhanced, pedestrian alley between the garage and existing buildings.*
    - Policy T-5.8, Promote vehicle parking areas designed to reduce storm water runoff, increase compatibility with street trees and add visual interest to streets and other public locations. Encourage the use of photovoltaic panel or tree canopies in parking lots or on top of parking structures to provide cover, consistent with the Urban Forest Master Plan. *The project includes storm water features, street trees, and photovoltaic structures to accommodate solar panels on top of the parking structure.*
    - Policy T-5.9, Promote safety for pedestrians in City-owned parking lots by adopting standards for landscaping, signage, walkways and lighting that reduce crime and ensure a safe and orderly flow of traffic. *The project will include pedestrian, bicyclist and motorist oriented wayfinding signage and adequate lighting to promote orderly and safe passage.*
    - Policy T-5.10, Encourage the use of adaptive design strategies in new parking facilities in order to facilitate reuse in the future if and when conditions warrant . *The project includes a taller ceiling on the first floor retail space and garage than on the upper floors; this may assist adaptive ground floor reuse, if desired in the future.*
    - Policy N-2.3, Enhance the ecological resilience of the urban forest by increasing and diversifying native species in the public right-of-way, protecting the health of soils and understory vegetation, encouraging property owners to do the same and discouraging the planting of invasive species. *The project includes planting of two varieties of trees and multiple varieties of low-growing plant species.*
    - Policy N-2.10, Preserve and protect Regulated Trees on public and private property…and related program N2.10.1, continue to require replacement of trees including street trees lost to new development. *The project includes protection of several trees and replacement of the regulated parking lot trees to meet the City's 'no net loss of canopy' requirement.*

- Policy N-4.12, Encourage Low Impact Development (LID) measures to limit the amount of pavement and impervious surface in new development and increase the retention, treatment and infiltration of urban storm water runoff. Include LID measures in major remodels, public projects and recreation projects where practical. *The project incorporates permeable pavers and landscape planters designed to meet storm water run-off treatment best practices.*
- Policy L-1.10, Hold new development to the highest development standards in order to maintain Palo Alto's livability and achieve the highest quality development with the least impacts. *The project increases the supply of parking spaces Downtown, provides new ground floor retail space, public art, and amenities supporting pedestrian and bicycle circulation, and includes high quality materials.*
- Policy L-4.2, Encourage street frontages that contribute to retail vitality in all Centers. Reinforce street corners in a way that enhances the pedestrian realm or that form corner plazas. Include trees and landscaping. *The project features a small street corner plaza highlighting the staircase and retail space, new trees, and pedestrian level landscaping.*
- Policy L-4.3, Ensure all Regional Centers and Multi-Neighborhood Centers provide 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. *The project includes benches, street trees and public art; however, the existing public restroom on the property will not be replaced in the new construction.*
- Policy L-5.2, Provide landscaping, trees, sidewalks, pedestrian path and connections to the citywide bikeway system within Employment Districts. *The project includes new street trees in replaced and wider sidewalks, a new pedestrian alley, parking for 50 bicycles, and pedestrian circulation through the garage ground floor.*
- Policy L-5.3, Design paths and sidewalks to be attractive and comfortable and consistent with the character of the area where they are located. *The project includes enhanced sidewalks along the two frontages, special paving and landscaping in the pedestrian alleyway.*
- Policy L-6.1, Promote high quality design and site planning that is compatible with surrounding development and public spaces. *The site design considers surrounding development, creates public and retail spaces, and includes components and features intended to create a contextually compatible garage structure.*
- Policy L-6.3, Encourage bird-friendly design. *The project includes retail storefront glass that would face new street trees and storefront glass at the elevator hoist way; a condition of approval requires bird-friendly glass on these windows.*
- Policy L-6.6, Design buildings to complement streets and public spaces; to promote personal safety, public health and well-being; and to enhance a sense of community safety. *The project design includes transparent materials, lighting, and pavement markings to promote/enhance a sense of pedestrian safety.*

- Policy L-6.10, Encourage high quality signage that is attractive, energy efficient, and appropriate for the location, and balances visibility needs with aesthetic needs. *Retail signage, indicated for placement on retail space(s) elevations facing Waverley and Hamilton, and parking lot wayfinding signage will be developed and submitted in a separate architectural application.*
- Policy L-8.2, Provide comfortable seating areas and plazas with places for public art. *The project includes stained cedar wood benches adjacent to board formed concrete planters in the alley and along Hamilton Avenue.*
- Policy L-70, Enhance the appearance of streets by expanding and maintaining street trees. *The project includes new street trees on Hamilton and Waverley.*
- Policy L-8.5, Recognize public art … as a community benefit; encourage the development of new public and private art and ensure such projects are compatible with the character and identity of the neighborhood; and Policy L-8.6, seek potential new sites for art and cultural facilities, public spaces, open space and community gardens *The project includes public art integrated into entrances.*
- Policy L-9.2, Encourage development that creatively integrates parking into the project, including locating it behind buildings or underground wherever possible, or by providing for shared use of parking areas. Encourage other alternatives to surface parking lots that minimize the amount of land devoted to parking while still maintaining safe streets, street trees, a vibrant local economy and sufficient parking to meet demand. *The project provides underground parking and parking behind first floor retail, and improves the street safety and street tree count at this site.*
- Policy L-9.8 (Incorporate the goals of the Urban Forest Master Plan into the Comprehensive Plan by reference, in order to) assure that new land uses recognize the many benefits of trees in the urban context and foster a healthy and robust tree canopy throughout the city; Related Program L-9.8.1, establish incentives to encourage native trees and low water use plantings in new development throughout the city; and Policy L-9.9, involve the Urban Forester, or appropriate City staff, in development review. *The project includes planting of three new, native oaks and additional street trees to address the removal of existing parking lot trees; the Urban Forester has worked to ensure project conformance with policies.*
- Policy L-9.11, design public infrastructure, including paving, signs, utility structures, parking garages and parking lots, to meet high-quality urban design standards and embrace technological advances. Look for opportunities to use art and artists in design of public infrastructure. *The project includes public art and will incorporate parking guidance system.*
- Related Program L9.11.2, Encourage the use of compact and well-designed utility elements, such as transformers, switching devices, backflow preventers and telecommunications infrastructure. Place these elements in locations that will minimize their visual intrusion. *The existing transformer and the proposed additional transformer for the project will be located below grade in the proposed pedestrian alley.*

(2) The project has a unified and coherent design, that:
(2a) creates an internal sense of order and desirable environment for occupants, visitors, and the general community; *The project is consistent with Finding 2(a), given:*

- The reduction in driveway curb cuts and right-of-way improvements and provision of parking wayfinding system(s) will improve pedestrian circulation,
- The improvements including the location of bicycle parking and pedestrian plaza near the AT&T building on Hamilton Avenue, will be convenient and compatible with the design concept and functions and will improve pedestrian safety along the wider street sidewalks and inside the garage;

(2b) preserves, respects and integrates existing natural features that contribute positively to the site and the historic character including historic resources of the area when relevant; *The project is consistent with Finding 2(b), given:*

- Although existing on-site trees will be removed to allow for construction of the garage, replacement trees are proposed along the frontages of Hamilton and Waverley.
- While the setbacks of the building are less than those on the other three corner properties at the intersection, two of which utilize lawn in the front yard setbacks, the design respects the historic context of:
    - The National Register and Category 1 Local resource at 380 Hamilton (US Post Office) and 526 Waverley St. Category 3 Local resource designed by Birge Clark, with incorporation of terra cotta material that is reminiscent of clay roof tiles on these and other Downtown buildings in the area, and
    - The potentially eligible, mid-century modern 'brutalist' style All Saints Church, with incorporation of board-formed concrete planters, walls and columns at the base section of the building, below painted concrete structure on the upper floors;

(2c) is consistent with the context-based design criteria of the applicable zone district; *Finding 2c is not applicable since the PF zone does not impose context based design criteria.*

(2d) provides harmonious transitions in scale, mass and character to adjacent land uses and land use designations; *The project is consistent with Finding 2(d), given:*

- The garage is integrated into the context of the downtown rather than being self-conscious and aggressive, defining itself though program, connections with the site and context as well as streetscape character, drawing from architectural styles but not replicating them.
- The massing of the façade is scaled to the street with a new canopy at Hamilton and Waverley that is higher at Waverley Street to relate to the adjacent retail and nearby Post Office arcade.
- The height of the AT&T building at seventy-five (75) feet serves as a backdrop to our building that is 50% shorter.
- The retail storefront assists in the transition to retail buildings along Waverley Street.
- The materials and architectural forms that establish the character are intended to be compatible with the architecture of the area including use of:

- Terra cotta vertical louvers and warm color pavers in interesting patterns at the corner plaza, bike parking plaza and pedestrian alley, as a nod to the character of the brick pavers and walls of the Wells Fargo building on the opposite corner,
- Square penetrations/indentations in the Hamilton board-formed concrete wall to echo the Hamilton Avenue windowed-wall of the AT&T building,
- Use of custom, perforated metal panel in burnished bronze as a nod to the mesh screen on the building at 560 Waverley.

(2e) enhances living conditions on the site and in adjacent residential areas;

- *There are no living units proposed on the site; the project is consistent with Finding 2(e), wherever feasible, with pedestrian friendly landscaping, lighting and sidewalks to enhance residents' experience walking along Waverley and Hamilton.*

(3) The design is of high aesthetic quality, using high quality, integrated materials and appropriate construction techniques, and incorporating textures, colors, and other details that are compatible with and enhance the surrounding area; *the project is consistent with Finding 3, given:*

- The materials were selected for durability and construction techniques are appropriate for the use. The primary construction material is poured in place concrete columns, slabs and walls. Along the street edges, the building base columns and shear wall are board-formed concrete in a natural color, similar to All Saints Church.
- Metal flat bars painted a dark bronze color are proposed to infill the first floor openings to create screening for pedestrians. The metalwork is continued on the runs and landings of the stair celebrating the metalwork found in the post office and other Spanish revival buildings.
- An illuminated perforated metal scrim wraps the main corner stair creating a lantern element that serves as a wayfinding device. This element is also the focus of the public art program for the building.
- Vertical metal louvers, capped by a horizontal metal channels, wrap the upper stories and define the cornice of the building. The vertical louvers serve to create a body to the building while allowing for the required garage ventilation.
- Colors and textures will be compatible with nearby buildings as noted above and with additional use of quality materials for the pedestrian-amenities, such as stained cedar benches; dark bronze aluminum canopies; dark bronze painted steel posts, trim, guardrail, and pickets.

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

- Ease of wayfinding is one of the garage's key features. For automobiles, the proposal includes a parking guidance system, with the main vehicle entry / exit on Hamilton Avenue

near the south corner of the lot since Hamilton is a more travelled way, and a secondary vehicular exit shall be at Lane 21.

- The mini-plaza on Hamilton, bike plaza and pedestrian alley accommodate seating and shade for individual passive activities.
- Lighting is provided to enliven the architecture and provide for operations at nighttime:
    - Cantilevered light fixtures and festooned string lights at alley
    - Uplighting in alley to highlight living walls
    - Downlighting in canopies (zaniboni luna 2)
    - Linear downlighting hidden in canopy framework (aion T402)
    - Full cutoff security downlight in alley
    - Downlights (delta-lights) recessed in concrete ceilings at pedestrian entries at Hamilton, Lane 21, and elevator/stair plaza
    - Linear downlight grazing living wall on Hamilton avenue (lumen-pulse lumen-facade series)
    - Point source down-lighting for art mounted to top of wall (eco-sense rise)

(5) The landscape design complements and enhances the building design and its surroundings, is appropriate to the site's functions, and utilizes to the extent practical, regional indigenous drought resistant plant material capable of providing desirable habitat that can be appropriately maintained; *the project is consistent with Finding 5, given*

- the use of shade-tolerant plant materials for the shaded pedestrian plaza,
- provision of street tree species compatible with and replacing existing tree species found at the site,
- use of vegetated planters to handle storm water runoff.

(6) The project incorporates design principles that achieve sustainability in areas related to energy efficiency, water conservation, building materials, landscaping, and site planning; *the project is consistent with Finding #6 given:*

- Photovoltaic panels are proposed to (eventually) provide shading of vehicles at the top deck of the garage for energy efficiency as a key sustainable feature of the project.
- Suitable street tree planting environments and storm water design features are key features of the project.
- The building (above grade) will be naturally ventilated and meet California Building Code requirements to achieve the prescribed open area and length. The basement will be mechanically ventilated.

SECTION 4. Architectural Review Approval Granted. Architectural Review Approval is hereby granted for the Public Parking Garage at 375 Hamilton Avenue by the City Council pursuant to Chapter 18.77 of the Palo Alto Municipal Code.

SECTION 5. Plan Approval.

The plans for the Downtown Parking Garage submitted for Building Permit shall be in substantial conformance with those plans prepared by Watry Design, Inc. consisting of 34 pages, received May

7, 2018, except as modified to incorporate the conditions of approval in Section 7. A copy of these plans is on file in the Department of Planning and Community Development.

SECTION 6. Conditions of Approval.

The Mitigation Measures Described in the Draft EIR are incorporated into these conditions. The mitigation measures are provided in an Exhibit with the Council Resolution certifying the Environmental Impact Report and mitigation monitoring and reporting program.

1. MM BIO-1 Nesting Bird Surveys and Avoidance. Construction of the project and any other site disturbing activities that would involve vegetation or tree removal, shall be prohibited during the general avian nesting season (February 1 to August 31), if feasible. If nesting season avoidance is not feasible, the applicant shall retain a qualified biologist, as approved by the City of Palo Alto, to conduct a preconstruction nesting bird survey to determine the presence/absence, location, and activity status of any active nests on or adjacent to the project site. The extent of the survey buffer area surrounding the site shall be established by the qualified biologist to ensure that direct and indirect effects to nesting birds are avoided. To avoid the destruction of active nests and to protect the reproductive success of birds protected by the MBTA and CFGC, nesting bird surveys shall be performed not more than 14 days prior to scheduled vegetation clearance and structure demolition. In the event that active nests are discovered, a suitable buffer (typically a minimum buffer of 50 feet for passerines and a minimum buffer of 250 feet for raptors) shall be established around such active nests and no construction shall be allowed within the buffer areas until a qualified biologist has determined that the nest is no longer active (i.e., the nestlings have fledged and are no longer reliant on the nest). No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Nesting bird surveys are not required for construction activities occurring between August 31 and February 1.

MM BIO-2 Tree Preservation and Protection Plan. To avoid disturbance and injury to onsite trees, the recommendations for tree preservation in the Arborist Report dated May 2017 shall be implemented. These recommendations include, but are not limited to, tree protection fencing to enclose as much of the TPZ as feasible around City trees on the sidewalks, no grading encroachments closer than 6 inches to the tree trunk diameter, and periodic inspections by the Site Arborist during construction activities. A total of nine trees would be planted on the project site as part of the landscaping plan. Two Gingko Biloba trees would be planted on Waverley Street and four Gingko Biloba trees and three Quercus Agrifolia tree would be planted along Hamilton Avenue. There would be no net loss of trees, and Palo Alto's Urban Forest Master Plan policy for "no net loss of canopy" would be met with the project via standard conditions of approval requiring replacement of lost canopy within 15 years of planting with the provision of adequate soil volume at the planting sites. Replacement ratios can be adjusted due to the condition of the existing tree as long as the minimum replacement for any live tree is 2:1. To ensure "no net loss of canopy" new trees replacing the site's non-protected trees to be removed will be addressed through the City's implementation of standard approval conditions.

MM BIO-3 Tree Replacement. The removal of protected Coast Live Oak tree (Tree #8 in the Arborist Report prepared for the project) is subject to the City of Palo Alto's tree removal ordinance in Palo Alto Municipal Code Chapter 8.10. Trees removed will be replaced according to replacement tree mitigation measures using the Tree Canopy Replacement Standard in the Tree Technical Manual, Section 3.00 (see table below). The replacement standards outlined in the Tree Technical Manual will be utilized to achieve no net loss of canopy per Policy 1.G of the Urban Forest Master Plan. Site preparation and soil volume requirements apply so that newly planted trees have the potential to mature to desired size and thrive. As determined by the City's Urban Forester, the planting of three native oaks in the Hamilton Avenue right of way at the project site is appropriate as mitigation to replace the loss of the one Coast Live Oak on site, subject to the standard requirement to provide adequate soil conditions to ensure the replacement trees will thrive.

MM CTR-1 Resource Recovery Procedures. In the event that archaeological or paleontological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist or paleontologist has evaluated the nature andsignificance of the

find. After the find has been appropriately mitigated, work in the area may resume. A Native American representative shall be retained to monitor any mitigation work associated with Native American cultural material.

MM CTR-2 Human Remains Recovery Procedures. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to the Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission. Additional surveys will be required if the project changes to include unsurveyed areas.

MM CTR-3 Unanticipated Discovery of Tribal Cultural Resources. If cultural resources of Native American origin are identified during construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find and an appropriate Native American representative, based on the nature of the find, is consulted. If the City determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The plan would include avoidance of the resource or, if avoidance of the resource is infeasible, the plan would outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative

MM GEO-1 Geotechnical Investigation for Basement Structure. Building foundations shall be designed to tolerate total and differential settlements due to static loads and liquefaction-induced settlement in accordance with the recommendations of the geotechnical report. The current geotechnical report includes recommendation for a no-basement building only. The project sponsor shall retain the service of a qualified state licensed engineering and geology specialist to include site-specific recommendation to mitigate the potential for risks associated with seismic ground shaking, seismic-related ground failure and liquefaction for the foundation of a building with basement. The updated report would include design requirements for the construction of the foundation for the basement option.

MM GEO-2 Temporary Shoring, Slopes and Cut. The contractor is responsible for maintaining all temporary slopes and providing temporary shoring where required. Temporary shoring, bracing and cuts/fills would be performed in accordance with the strictest government safety standards. Excavation during site demolition and fill removal should be sloped at 3:1 (horizontal: vertical) within the upper 5 feet. For excavation extending more than 5 feet below building subgrade, excavations should be sloped in accordance with the OSHA soil classification. The contractor is responsible for selecting the shoring method according to their judgment and experience considering adjacent improvements such as foundation loads, utilities and pavement. The qualified state licensed engineering and geology specialist in charge of the geotechnical report shall review the shoring design prior to implementation. Recommendations of the geotechnical report for temporary shoring are soldier beams and tie-backs, braced excavation, or other potential methods. The contractor is responsible or using best management practices to maintain all temporary slopes and providing temporary shoring where required.

MM HAZ-1 Health and Safety Plan. The project sponsor will implement the following standard measures to avoid and minimize impacts from hazardous material to construction workers and the general public during construction.
1) In the event of exposing hazardous material during construction, the City will implement standard measures required by the federal, state, and local regulations for the collection, transport, and disposal of the material to prevent the exposure of workers and the public to such material.
2) The City will require the contractor to prepare and implement Health and Safety Plan that include a Hazardous Materials Management and Spill Prevention and Control Plan prior to commencement of construction. The plan will include the project-specific related hazardous materials and waste operations.

MM TR-1 Construction Traffic Control Plan. Prior to the excavation, the construction contractor shall develop the traffic control plan in accordance with City's policies, coordinate with VTA and submit for City approval. The plan

shall be implemented throughout the course of the project construction and may include, but not limited to, the following elements:
• Limit truck access to the project site during peak commute times (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.).
• Restrict construction truck routes to truck routes designated by the City.
• Contractor will provide adequate parking or carpool strategy for construction employees near the construction site, as approved by the City.
• Require traffic control in the project entrance driveway, including flag persons wearing bright orange or red vests and using "Stop/Slow" Paddle to control oncoming traffic.
• Coordinate with VTA to temporarily relocate the bus stop to ensure minimal impacts during sidewalk closure, if needed.
• Maintain bicycle and pedestrian access and circulation during project construction. If construction encroaches on a sidewalk, a safe detour will be provided for pedestrian at the nearest crosswalk.
• Repair or restore the road right-of-way to its original condition or better upon completion of the work.
• Provide access for emergency vehicles at all time.

MM TR-2 Vehicle Queuing Analysis. In the event the project includes a paid parking component; and, therefore, includes a parking gate, the project must prepare and submit a queuing study that shows, to the satisfaction of the Transportation Division, that queuing into Hamilton Avenue would be avoided. Queuing includes a line of two or more vehicles waiting to enter the structure, which could block traffic on Hamilton. The study will consider the configuration and the anticipated volume of vehicles accessing the parking garage during the peak hour. The provisional gates must process vehicles efficiently such that vehicles do not have to wait to turn into the parking facility.

MM TR-3 Parking Structure Access and Exit Safety Improvement: The following improvement shall be implemented to improve safety in accessing and exiting the proposed parking structure:
• The City will install a stop sign at the intersection of Lane 21 and Bryant Street

Planning

1. The Conditions of Approval document shall be printed on all plans submitted for building permits related to this project.
2. All future signage for this site shall be submitted for Architectural Review.
3. The project approval shall be valid for a period of one year from the original date of approval. In the event a building permit(s), if applicable, is not secured for the project within the time limit specified above, the AR approval shall expire and be of no further force or effect. Application for extension of this entitlement may be made prior to the one year expiration.
4. As noted in the Civil Site Plan, the drive-by mailboxes and median, signage and striping shall be removed on Hamilton Avenue across from the project and restriped for four on-street parking spaces.

Public Art

The project will have a public art element commissioned through the Municipal Percent for Art Ordinance No. 5301. After a competitive process, Amy Landesberg was selected as the project artist and approved by the Public Art Commission in November 2017. Landesberg came to Palo Alto in December and met with the design team and key stakeholders, toured the site, and held a community meeting to gather input. She is currently working on a conceptual design for artwork that will likely be mounted on the perforated metal screens above the main entrance to the garage and at the corner of Hamilton and Waverley. Once her design is approved by the Public Art Commission, then she will be issued a contract for the fabrication and installation of the artwork. That contract will require City Council approval.

Transportation

The following comments are required to be addressed prior to any future related permit application such as a Building Permit, Excavation and Grading Permit, Certificate of Compliance, Street Work Permit, Encroachment Permit, etc. These comments are provided as a courtesy and are not required to be addressed prior to the Planning entitlement approval:

1. BIKESTATION DESIGN: As plans are refined, ensure the following features are incorporated into the design of the proposed bike station:
    a. The bike station shall have a two-tier bicycle parking system with the second level equipped with a lift-assist system to allow users to lift the bicycle storage tray to the second level with little physical effort. An example of this product is the Dero Decker, manufactured by Dero.
    b. The bicycle parking enclosure shall be accessible only to owners or operators of bicycles within it and doors of the enclosure equipped with key or electronic locking mechanisms that admit only users and managers of the facility. The enclosure doors must close and lock automatically if released.
    c. Adequate horizontal and vertical clearances shall be provided between the bicycle parking fixtures and walls or other vertical obstructions. A two-tier bicycle parking fixture requires additional clearance to facilitate bicycle loading and unloading of the second-level tray.
    d. Adequate lighting within the bicycle parking enclosure shall be provided.
    e. Conduit or similar features shall be provided for future CCTV systems within the bicycle parking enclosure.

2. TRAFFIC SIGNAL PLANS: As part of this project, traffic signal modifications are necessary at two intersections: Hamilton Avenue and Gilman Street and Hamilton Avenue and Waverley Street. Traffic signal engineering design plans shall be prepared and developed in coordination with the Transportation Division.

3. PARKING WAYFINDING SIGANGE: Parking wayfinding signage shall be provided which is consistent with the appearance and messaging system developed as part of the city's downtown parking wayfinding signage program. A freestanding pylon or façade-mounted marquee sign shall be provided adjacent to the Hamilton Avenue entrance. Sign design details and specifications are available in the city's parking wayfinding sign construction plan set.

Public Works Urban Forestry

1. Tree replacements for removals must result in no net loss of canopy within 15 years of planting.

2. The number and species of trees is appropriate to accomplish this except that soil volume and distance between the trees and building is inadequate.

3. Gingko biloba, a medium-sized tree at maturity, needs 800 cubic feet of soil per tree and Quercus agrifolia, a large-sized tree, needs 1200 cubic feet per tree.

4. The 9 proposed trees require 8400 cubic feet of soil volume at 3 feet deep.

5. If tree wells are combined into a connected soil area, 75% of the combined volume, 6300 cubic feet, would be adequate to allow trees to grow to full mature size.

6. Combined soil volume can be provided with a suspended pavement system using soil cells, pier and grade beam, or other methods to provide non-compacted healthy soil under pavement.

Building

The following comments are required to be addressed prior to any future related permit application such as a Building Permit, Excavation and Grading Permit, Certificate of Compliance, Street Work Permit, Encroachment

Permit, etc.:

1. Buildings with two or more stories above grade plane are required to be equipped throughout with an automatic sprinkler system installed in accordance with CBC Section 903.3.1.1.
2. For new Non-Residential construction of any size, CALGreen Mandatory + Tier 2 requirements are required per PAMC 16.14.080. A completed Green Building Checklist "GB-1 Non-Residential Mandatory Plus Tier 2" sheet is required for the building permit submittal package.
3. City of Palo Alto has adopted CALGreen Mandatory +Tier 2 for new construction and requires that 12% to the total parking spaces shall be low-emitting, fuel-efficient and carpool/van pool vehicles. (CALGreen A5.106.1.2)
4. The Palo Alto Municipal Code, PAMC section 16.14.130 requires new non-residential structures to 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. In addition, where EV spaces have been provided, the EV charging spaces shall comply with CBC 11B-228.3.2 and Table 11B-228.3.2.1 for the minimum number of accessible EV spaces. The accessible EV charging spaces shall comply with the technical requirements of CBC 11B-812.
5. The review and approval of this project does not include any other items of construction other than those written in the ARB project review application included with the project plans and documents under this review. If the plans include items or elements of construction that are not included in the written description, it or they may not have been known to have been a part of the intended review and have not, unless otherwise specifically called out in the approval, been reviewed.

Public Works Engineering

1. STORM WATER TREATMENT: This project shall comply with the storm water regulations contained in provision C.3 of the NPDES municipal storm water discharge permit issued by the San Francisco Bay Regional Water Quality Control Board (and incorporated into Palo Alto Municipal Code Chapter 16.11). These regulations apply to land development projects that create or replace 10,000 square feet or more of impervious surface, and restaurants, retail gasoline outlets, auto service facilities, and uncovered parking lots that create and/or replace 5,000 square feet or more of impervious surface. In order to address the potential permanent impacts of the project on storm water quality, the applicant shall incorporate into the project a set of permanent site design measures, source controls, and treatment controls that serve to protect storm water quality, subject to the approval of the Public Works Department. The applicant shall identify, size, design and incorporate permanent storm water pollution prevention measures (preferably landscape-based treatment controls such as bio-swales, filter strips, and permeable pavement rather than mechanical devices that require long-term maintenance) to treat the runoff from a "water quality storm" specified in PAMC Chapter 16.11 prior to discharge to the municipal storm drain system. **Effective February 10, 2011, regulated projects, must contract with a qualified third-party reviewer during the planning review process to certify that the proposed permanent storm water pollution prevention measures comply with the requirements of Palo Alto Municipal Code Chapter 16.11. 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 planning approval 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.**

- Provision C3 Form
- Storm Water Treatment Design Certification
- 3rd Party review response letter (stamped/signed)
- http://www.scvurpppw2k.com/pdfs/1112/SCVURPPP_C.3_Data_Form_final_2012.pdf

2. City records indicate there is a small easement running along the Hamilton Ave frontage. Please verify with title report and update plans in these locations.

The following shall be addressed prior to issuance of a Building Permit, Excavation and Grading Permit, Certificate of Compliance, Street Work Permit and/or Encroachment Permit.

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

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

3. EXCAVATION: Plans shall clearly identify the deepest point of excavation including below grade basement slab with note and appropriate dimensions.

4. GRADING & DRAINAGE PLAN: The plan set must include a grading & drainage plan prepared by a licensed professional that includes existing and proposed spot elevations, earthwork volumes, finished floor elevations, area drain and bubbler locations, drainage flow arrows to demonstrate proper drainage of the site. Adjacent grades must slope away from the house a minimum of 2% or 5% for 10-feet per 2013 CBC section 1804.3. Downspouts and splashblocks should be shown on this plan, as well as any site drainage features such as swales, area drains, bubblers, etc. Grading that increases drainage onto, or blocks existing drainage from neighboring properties, will not be allowed. 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. http://www.cityofpaloalto.org/civicax/filebank/documents/2717

5. GRADING: Project proposal includes an underground structure. A rough grading plan will need to be present in submittal.

6. ADDITIONAL DRAINAGE: Garage drains shall have sand/oil separator indicated. Proposed trash enclosure shall be required to drain to sanitary sewer only.

7. RETAIL SPACE: If any proposed food service is planned a grease trap will be required.

8. UTILITIES: Note that all above ground utilities, such as transformer, backflow preventer, gas meters, etc., shall be located within project site but accessible from the street. Any new or relocated utilities will correspond with approved locations from City Utilities Department.

9. 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 and 3-feet from side an rear property lines, such as a bubbler box in a landscaped area, so that water can percolate into the soil and/or sheet flow across the site. Include these dimensions on the plan. 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.

10. BASEMENT SHORING: Shoring Plans prepared by a licensed professional are required for the Basement Excavation and shall be submitted with the Grading and Excavation Permit. 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.

11. GEOTECHNICAL REPORT: Shall clearly identify the highest projected groundwater level to be encountered in the area of the proposed basement in the future will be _____ feet below existing grade. Provide the following note on the Final Grading Plans. "*In my professional judgement, the highest projected groundwater level to be encountered in the area of the proposed basement in the future will be _____ feet below existing grade. As a result, the proposed drainage system for the basement retaining wall will not encounter and pump groundwater during the life of this wall.*"

12. DEWATERING: Excavation may require dewatering during construction. Public Works only allows groundwater drawdown well dewatering. Open pit groundwater dewatering is not allowed. Dewatering is only allowed from April through October due to inadequate capacity in our storm drain system. The geotechnical report for this site must list the highest anticipated groundwater level. We recommend that a piezometer be installed in the soil boring. The contractor shall determine the depth to groundwater immediately prior to excavation by using a piezometer or by drilling and exploratory hole. Based on the determined groundwater depth and season the contractor may be required to dewater the site or stop all grading and excavation work. In addition Public Works may require that all groundwater be tested for contaminants prior to initial discharge and at intervals during dewatering. If testing is required, the contractor must retain an independent testing firm to test the discharge water for contaminants Public Works specifies and submit the results to Public Works.

    Public Works reviews and approves dewatering plans as part of a Grading 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 Grading Permit prior to dewatering. Alternatively, the applicant must include the above dewatering requirements in a note on the site plan. Public Works has a sample dewatering plan sheet and dewatering guidelines available at the Development Center and on our website.
    - http://www.cityofpaloalto.org/gov/depts/pwd/forms_and_permits.asp
    - http://www.cityofpaloalto.org/civicax/filebank/documents/64867

13. 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.

14. Provide the following note on the Site Plan and adjacent to the work within the Public road right-of-way. "Any construction within the city's public road right-of-way shall have an approved Permit for Construction in the Public Street prior to commencement of this work. THE PERFORMANCE OF THIS WORK IS NOT AUTHORIZED BY THE BUILDING PERMIT ISSUANCE BUT SHOWN ON THE BUILDING PERMIT FOR INFORMATION ONLY."

15. Provide the following note on the Site Plan and Grading and Drainage Plan: "Contractor shall not stage, store, or stockpile any material or equipment within the public road right-of-way." Construction phasing shall be

coordinate to keep materials and equipment onsite.

16. SIDEWALK, CURB & GUTTER: As part of this project, the applicant shall replace those portions of the existing sidewalks, curbs, gutters or driveway approaches in the public right-of-way along the frontage(s) of the property. Contact Public Works' inspector at 650-496-6929 to arrange a site visit so that the inspector can discuss the extent of replacement work along the public road. The site plan submitted with the building permit plan set must show the extent of the replacement work. The plan must note that any work in the right-of-way must be done per Public Works' standards by a licensed contractor who must first obtain a *Street Work Permit* from Public Works at the Development Center. **Include a scan copy of the Site Inspection Directive obtained from Inspector in plan set.**

17. OFF-SITE IMPROVEMENTS: Along with full sidewalk, curb & gutter replacement, street resurfacing is also required for the property frontage along Hamilton Ave and Waverley St.

18. Any existing driveway to be abandoned shall be replaced with standard curb & gutter. This work must be included within a *Permit for Construction in the Public Street* from the Public Works Department. **A note of this requirement shall be placed on the plans adjacent to the area on the *Site Plan*.**

19. PUBLIC RESTROOM: Please clarify the proposed plan for the existing JCDecaux public restroom. The plan indicates a proposed removal. The relocation of the facility or proposed outcome shall be identified on the plan set.

20. IMPERVIOUS SURFACE AREA: The project will be creating or replacing 500 square feet or more of impervious surface. Accordingly, the applicant shall provide calculations of the existing and proposed impervious surface areas with the building permit application. The Impervious Area Worksheet for Land Developments form and instructions are available at the Development Center or on our website.

21. 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. Copies are available from Public Works on our website http://www.cityofpaloalto.org/civicax/filebank/documents/2732

22. 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. Include a copy in resubmittal. Guidelines are attached below: http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=2719

23. 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 a C.3 plan check fee that will be collected upon submittal for a grading or building permit.

Fire Department

None

Utilities WGW

PLACEHOLDER: CONDITIONS SPECIFIC TO DOWNTOWN GARAGE MAY 2018 PLANS TO BE PROVIDED WEEK OF JUNE 18
The following comments are required to be addressed prior to any future related permit application such as a Building Permit, Excavation and Grading Permit, Certificate of Compliance, Street Work Permit, Encroachment Permit, etc.:

1. The applicant shall submit a completed water-gas-wastewater service connection application – load sheet per unit for City of Palo Alto Utilities. The applicant must provide all the information requested for utility service demands (water in fixture units/g.p.m., gas in b.t.u.p.h, and sewer in fixture units/g.p.d.). The applicant shall provide the new total loads

2. 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.

3. The applicant shall submit improvement plans for utility construction. The plans must show the **size** and location of all underground utilities within the development and the public right of way including meters, backflow preventers, fire service requirements, sewer mains, sewer cleanouts, sewer lift stations and any other required utilities. Plans for new wastewater lateral need to include new wastewater pipe profiles showing existing potentially conflicting utilities especially storm drain pipes electric and communication duct banks. Existing duct banks need to be daylighted by potholing to the bottom of the duct bank 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.

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

5. The gas service, meters, and meter location must meet WGW standards and requirements

6. 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.

7. An approved reduced pressure detector assembly is required for the new water connection for the fire system to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive. Reduced pressure detector assemblies shall be installed on the owner's property adjacent to the property line, within 5' of the property line. Show the location of the reduced pressure detector assembly on the plans.

8. 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.

9. 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.

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

11. 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.

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

Utilities Electrical

A. The following comments are required to be addressed prior to Planning entitlement (Council) approval:

1. Project specific comments: This project is in conflict with existing electric and fiber optic utilities which will have to be relocated in order for the project to proceed. Applicant shall be responsible for the relocation of the primary electric utility line which runs through the project. Relocation work includes, but is not limited to, all trenching and substructure construction and the installation of conduits, cables and equipment. Applicant shall coordinate work with CPAU – Electric. Applicant shall be responsible for the relocation of the City's dark fiber optic system backbone which runs through the project. Relocation work includes, but is not limited to, all trenching and substructure construction and the installation of conduits. Applicant shall coordinate work with CPAU – Electric. All relocation work shall be completed prior to disturbance and/or demolition of existing electric and fiber facilities. Applicant shall submit a formal request and application for the relocation of facilities to CPAU – Electric Engineering. CPAU – Electric shall provide specifications for the design for the relocation of the electric primary lines and fiber optic cables. Applicant shall be responsible for engineering design and shall submit the design for approval by CPAU Electric Engineering. Applicant shall show the proposed locations of the relocated electric primary line and dark fiber optic line on the site plan. Locations of the new electric primary line and dark fiber optic line shall be submitted to CPAU Electric Engineering for review and approval.

Applicant shall provide space for a minimum of four (4) new electric vaults. The vault dimensions are provided on the engineer's mark-up. Applicant shall provide space for a fiber optic communication box. The box dimension is provided on the engineer's mark-up. Applicant shall be responsible for the installation of an electric/city fiber joint trench. Applicant shall show the location of the joint trench, vaults and boxes on a resubmitted site-plan.
Vaults 1820 and 1821, located in the triangle area of the premise, shall not be removed. Applicant shall be responsible to keep these vaults at grade. The electric room shall be above grade level. Location of electric room on basement level is not approved. All service equipment must be located above grade unless otherwise approved by Electric Engineering. If applying for an exception, please state the reason why you cannot meet the standard requirement. Meter equipment must be accessible to CPAU personnel at all times. Applicant shall adhere to the requirements stated in CPAU Electric Engineering Standard Drawings DT-SS-U-1002 (Underground Junction Boxes) and DT-SS-U-1003 (Underground Duct Lines). Applicant shall maintain the required minimum clearances between electric and fiber lines and other utilities as noted in DT-SS-U-1003.

2. The applicant shall comply with all the Electric Utility Engineering Department service requirements noted during plan review.
3. 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.
4. Only one electric service lateral is permitted per parcel. Utilities Rule & Regulation #18
5. 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. Utilities Rule & Regulations #3 & #16 (see detail comments below).
6. The developer/owner shall provide space for installing padmount equipment (i.e. transformers, switches, and

interrupters) and associated substructure as required by the City.
7. The location of the electric panel/switchboard shall be shown on the site plan and approved by the Architectural Review Board and Utilities Department.
8. 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.
9. The customer is responsible for sizing the service conductors and other required equipment according to the California Electric Code requirements and City standards.
10. 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.
11. 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.
12. 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.
13. 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.
14. Transfer of fiber customers will require a minimum of six months to complete from completion of infrastructure. Existing fiber conduit shall not be disturbed until all fiber customers have been transferred to the new fiber facilities.

B. The following comments are required to be addressed prior to any future related permit application such as a Building Permit, Excavation and Grading Permit, Certificate of Compliance, Street Work Permit, Encroachment Permit, etc. These comments are provided as a courtesy and are <u>not</u> required to be addressed prior to the Planning entitlement approval:

B 1. 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.

B 2. A completed Utility Service Application and a full set of plans must be included with all applications involving electrical work. The Application must be included with the preliminary submittal.

B 3. 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. 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.

B 4. 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.

B 5. 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.

B 6. 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 checked for underground facility marking shall be delineated with white paint. All USA markings shall be removed by the customer or contractor when construction is complete.

B 7. The customer is responsible for installing all 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 California 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.

B 8. 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.

B 9. All new underground conduits and substructures shall be installed per City standards and shall be inspected by the Electrical Underground Inspector before backfilling.

B 10. For services larger than 1600 amps, a transition cabinet as the interconnection point between the utility's padmount transformer and the customer's main switchgear may be required. See City of Palo Alto Utilities Standard Drawing SR-XF-E-1020. The cabinet design drawings must be submitted to the Electric Utility Engineering Division for review and approval.

B 11. For underground services, no more than four (4) 750 MCM conductors per phase can be connected to the transformer secondary terminals; otherwise, bus duct or x-flex cable 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.

B 12. The customer is responsible for installing all underground electric service conductors, bus duct, transition cabinets, and other required equipment. The installation shall meet the California Electric Code and the City Standards.

B 13. 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.

B 14. Shop/factory drawings for switchboards (400A and greater) and associated hardware must be submitted for review and approval prior to installing the switchgear to:

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

B 15. For 400A switchboards only, catalog cut sheets may be substituted in place of factory drawings.

B 16. All new underground electric services shall be inspected and approved by both the Building Inspection Division and the Electrical Underground Inspector before energizing.

B 17. 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.

B 18. The follow must be completed before Utilities will make the connection to the utility system and energize the service:

- All fees must be paid.
- All required inspections have been completed and approved by both the Building Inspection Division and the Electrical Underground Inspector.
- All Special Facilities contracts or other agreements need to be signed by the City and applicant.
- Easement documents must be completed.

Public Works Water Quality (Stormwater Management)

1. Submit and follow the "Pollution Prevention – It's Part of the Plan" construction BMP sheet during life of project.
2. Highly consider using rain chains or similar along vines and other walls/building corners.
3. Stormwater treatment measures
    - o Consider using low-maintenance permeable pavers for a small demonstration area. Appropriate specs must be followed. Vendor specs should be reviewed by Parks Maintenance Staff before installation.
    - o Installation vendor specs should be followed, though vendor specs should be reviewed by Parks Maintenance Staff before installation. Add this bullet as a note to the building plans.
    - o A clear, detailed maintenance agreement must be drafted and agreed upon by all City staff in pertinent Departments (Public Works, Parks) before occupancy approval. Contact Pam Boyle Rodriguez, Stormwater Program Manager, at (650) 329-2421 to facilitate this agreement.
    - o Must meet all Bay Regional Municipal Regional Stormwater Permit requirements.
    - o Refer to the Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Handbook (download here: http://scvurppp-w2k.com/c3_handbook.shtml) for details
    - o Staff from Stormwater Program (Watershed Protection Division) may be present during installation of stormwater treatment measures. Contact Pam Boyle Rodriguez, Stormwater Program Manager, at (650) 329-2421 before installation. Add this bullet as a note to building plans on Stormwater Treatment (C.3) Plan.
    - o Install an interpretive sign regarding stormwater treatment and pollution prevention. Contact Pam Boyle Rodriguez, Stormwater Program Manager, at (650) 329-2421 regarding this text.
4. Bay-friendly Guidelines (rescapeca.org)
    - o Do not use chemicals fertilizers, pesticides, herbicides or commercial soil amendment. Use Organic Materials Review Institute (OMRI) materials and compost. Refer to the Bay-Friendly Landscape Guidelines: http://www.stopwaste.org/resource/brochures/bay-friendly-landscape-guidelines-sustainable-practices-landscape-professional for guidance. Add this bullet as a note in the building plans.
    - o Avoid compacting soil in areas that will be unpaved. Add this bullet as a note in the building plans.
5. Stormwater quality protection
    - o Trash and recycling containers must be covered to prohibit fly-away trash and having rainwater enter the containers.
    - o Drain downspouts to landscaping (outward from building as needed).
    - o Drain HVAC fluids from roofs and other areas to landscaping.
    - o Establish a street sweeping maintenance plan in open parking lots. Contact Pam Boyle Rodriguez, Stormwater Program Manager, at (650) 329-2421 regarding this plan.

The following comments are required to be addressed prior to any future related permit application such as a Building Permit, Excavation and Grading Permit, Certificate of Compliance, Street Work Permit, Encroachment Permit, etc. These comments are provided as a courtesy:

1. **PAMC 16.09.170, 16.09.040 Discharge of Groundwater**

Prior approval shall be obtained from the city engineer or designee to discharge water pumped from construction sites to the storm drain. The city engineer or designee may require gravity settling and filtration upon a determination that either or both would improve the water quality of the discharge. Contaminated ground water or water that exceeds state or federal requirements for discharge to navigable waters may not be discharged to the storm drain. Such water may be discharged to the sewer, provided that the discharge limits contained in Palo Alto Municipal Code (16.09.040(m)) are not exceeded and the approval of the superintendent is obtained prior to discharge. The City shall be compensated for any costs it incurs in authorizing such discharge, at the rate set forth in the Municipal Fee Schedule.

2. **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.

3. **PAMC 16.09.175(k) (2) Loading Docks**
(i) Loading dock drains to the storm drain system may be allowed if equipped with a fail-safe valve or equivalent device that is kept closed during the non-rainy season and during periods of loading dock operation.
(ii) Where chemicals, hazardous materials, grease, oil, or waste products are handled or used within the loading dock area, a drain to the storm drain system shall not be allowed. A drain to the sanitary sewer system may be allowed if equipped with a fail-safe valve or equivalent device that is kept closed during the non-rainy season and during periods of loading dock operation. The area in which the drain is located shall be covered or protected from rainwater run-on by berms and/or grading. Appropriate wastewater treatment approved by the Superintendent shall be provided for all rainwater contacting the loading dock site.

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

5. **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.

6. **PAMC 16.09.175(a) Floor Drains**
Interior (indoor) floor drains to the sanitary sewer system may not be placed in areas where hazardous materials, hazardous wastes, industrial wastes, industrial process water, lubricating fluids, vehicle fluids or vehicle equipment cleaning wastewater are used or stored, unless secondary containment is provided for all such materials and equipment.

SECTION 7. Indemnity.

To the extent permitted by law, the Applicant shall indemnify and hold harmless the City, its City Council, its officers, employees and agents (the "indemnified parties")from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside or void, any permit or approval authorized hereby for the Project, including (without limitation) reimbursing the City 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.

SECTION 8. Term of Approval. Architectural Review Approval. The approval shall be valid for one year from the original date of approval, pursuant to Palo Alto Municipal Code Section 18.77.090.

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:

Downtown Parking Garage

Those plans prepared by Watry Design, Inc., entitled Downtown Parking Garage and consisting of 34 pages, and received May 7, 2018.

WATRY DESIGN, INC.
Architects • Engineers • Parking Planners

HAYES GROUP ARCHITECTS

May 7th, 2018

City of Palo Alto
Department of Planning & Community Environment
250 Hamilton Avenue, 5th floor
Palo Alto, CA 94303

Re: 375 Hamilton Ave., Downtown Parking Garage, ARB Formal Review Project Description

To Planning Staff and ARB Members:

Attached is the formal ARB submittal package for 375 Hamilton Avenue, the proposed Downtown Parking Garage. The project applicant is Watry Design Inc., with Hayes Group Architects, on behalf of our client, the City of Palo Alto.

This package includes 14 sets of half size drawings and two sets of full size drawings, including the vicinity map, neighborhood context, site plan, landscape plan, proposed floor plans, elevations, sections, and perspectives.

SCOPE OF WORK

Due to an increased parking demand and a shortage of available parking spaces in the downtown area, the City of Palo Alto has begun the process for the design of a new parking structure at the corner of Hamilton Avenue and Waverley Street. The project maximizes the amount of structured parking while integrating the structure within the downtown context with retail storefronts are the primary goals of the project.

EXISTING SITE USE

The site is located at the east corner of Hamilton Avenue and Waverley Street. The rear of the site adjoins Lane 21. The surrounding vicinity is a mix of downtown retail and office uses. Southwest of the property, at 345 Hamilton is the four-story AT&T central office. Northwest along Waverley are several one and two-story retail buildings, including historic buildings at 526 Waverley, a category 3 historic building and 510 Waverley, a category 2 historic building. Across Hamilton, to the Southeast, is the historic, two-story Post Office, a category 1 historic building. Across Waverley to the Northeast is the All Saints Episcopal Church. The site is more than 150 feet from any residentially zoned properties so increased zoning restrictions do not apply.

The zone district is PF: Public Facility. The district has a 50 foot height limit. There is a special setback of seven feet along the Hamilton Avenue property line. The PF zone amendment is being presented to Council to allow amendment of the setback requirement. Easements are not known at this time.

The site area is 29,164 SF, accommodating a surface-level parking lot for 86 vehicles. There is a public restroom at the corner of Hamilton and Waverley. The Arborist Report identifies eight trees on the property, including one protected Coast Live Oak. The protected Coastal Oak is in fair condition with good grow but is not suitable for transplanting.

The occupants of 526, 550 and 560 Waverley utilize a portion of the site to access the backs of their buildings and pick up trash and recycling.

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PROPOSED USE

A parking structure with five levels above ground and one basement level with a ground floor retail area of **1955** SF is proposed for the site. The main entry to the building will be from Hamilton Avenue. Access is also provided from Lane 21, however, this access will generally be for exit only with entry only in the event that the Hamilton Avenue access may be restricted.

This project shall provide **325** total parking stalls. Of these, there will be provision for accessible spaces (**8**); electric vehicle charging (**82**, **17** to be installed initially) stalls serving the new retail area (**6**) and a stall serving 550 Waverley.

A long-term bike storage room shall be provided at Hamilton Avenue near the main vehicle entry/exit. This room shall be approximately **438** square feet and have space for approximately **50** bicycles with additional space for child carriers etc. Short-term bicycle storage can be provided at the sidewalk near the retail space.

A common refuse storage room shall be at Lane 21 near the secondary vehicle entry / exit. This room shall be approximately **450** square feet. It will serve the Waverley businesses and the proposed new retail space.

The parking structure will be **50'-0"** to the top of rail on the fifth deck with an elevator penthouse continuing to **63'-0".**

The building will be designed with infrastructure to allow for the future installation of photovoltaic panels mounted above the top parking deck.

SITE AND BUILDING CONCEPT

The proposed building sits three feet away from the property line at Hamilton Avenue; it extends four feet into the special setback. The building extends to the property line at Waverley Street. A continuous 12 foot sidewalk wraps both frontages. The structure is two feet from the interior lot line at the AT&T building.

At the north property line, shared with 560 Waverley, the edge of the garage sets back 10 feet from the property line. This allows openings for natural ventilation into the parking garage, as well as light to reach the existing windows at 560 Waverley. This necessary setback also creates an opportunity for a pedestrian walkway, focused on and leading to the secondary stair vertical circulation element. Additionally, a visual connection to All Saints Episcopal Church is created between the garage and the church by way of the new alley connection. The alley is visually enhanced with architectural paving, plantings, benches and decorative lighting features that will provide the infrastructure for a useable space.

The primary stair and elevator circulation features are prominently positioned at the corner of Waverley Street and Hamilton Avenue since pedestrian way finding is an important aspect of garage navigation. At this street corner, the building edge erodes, creating a pedestrian court with access to the stair and elevator, as well as an entrance to the ground floor retail space that extends down Waverley Street.

In order to maintain access for utilities, services and secondary means of egress for the existing buildings fronting Waverley Street, the garage sets back 16 feet from the shared property line at this location. Vehicle access will

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be restricted in this alley to those vehicles needed for service. The alley will be enhanced with architectural paving, new planting, benches and lighting so that it can be a useable space.

To satisfy the car count goal, the garage is four stories, with parking at the roof level, plus one level of basement parking. The main vehicle entry / exit shall be on Hamilton Avenue near the south corner of the lot since Hamilton is a more travelled way. A secondary vehicular exit shall be at Lane 21.

The building will be naturally ventilated and as such must meet California Building Code requirements for openness. This requirement requires that the design must have a sustainably open façade to achieve the prescribed open area and open length. The basement will be mechanically ventilated.

The building concept is one of transition and compatibility. The garage is integrated into the context of the downtown rather than being self-conscious and aggressive. An integrated building defines itself though program, connections with the site and context as well as streetscape character without replicating architectural styles but drawing from them.

The general massing of the façade is scaled to the street with a new canopy at Hamilton and Waverley. This canopy, higher at Waverley Street, relates to the adjacent retail and nearby Post Office arcade. The height of the AT&T building at seventy-five (75) feet serves as a backdrop to our building that is 50% shorter. The retail storefront assists in the transition to mercantile buildings along Waverley Street.

MATERIALS, COLORS, AND CONSTRUCTION METHODS

The primary construction material is poured in place concrete columns, slabs and walls. Along the street edges, the building base columns and shear wall are board-formed concrete in a natural color, similar to All Saints Church. Metal flat bars painted a dark bronze color are used to infill the first floor openings to create screening for pedestrians. The metalwork is continued on the runs and landings of the stair celebrating the metalwork found in the post office and other Spanish revival buildings. An illuminated perforated metal scrim wraps the main corner stair creating a lantern element that serves as a wayfinding device. This element is also the focus of the public art program for the building. Vertical metal louvers, capped by a horizontal metal channels, wrap the upper stories and define the cornice of the building. The vertical louvers serve to create a body to the building while allowing for the required garage ventilation. Their color is reminiscent of the terracotta colors found in the downtown.

SIGNIFICANT CHANGES FROM THE PREVIOUS SUBMITTAL

In response to board member comments, we have made several changes to the design. The building has moved three feet back from the Hamilton Avenue property line, better aligning with the existing AT&T building. A pedestrian pathway through the structure leads from the bike parking entry near Gilman Street to Lane 21 near CVS as recommended by the Transportation Department. Responding to comments on proportion and massing, the heavy two-story arcade base is now a narrow canopy at Hamilton and Waverley. The material of the perforated metal shroud at the corner stair has been refined into a more open, transparent structure.

LANDSCAPE CONCEPT

The landscape of the proposed parking structure is designed to enhance the pedestrian environment of downtown Palo Alto and encourages positive social interaction through providing an inviting streetscape and creating a unique and convenient pedestrian alleyway between the existing surrounding buildings and the proposed structure.

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The streetscape walkways are replaced and widened to provide more room for circulation along the proposed retail space on Waverley Street and for enjoying the built-in benches and landscaped raised planters on Hamilton Avenue. New street trees are proposed along Hamilton in enlarged, 4'x7' tree wells to help ensure healthy growth of the new Ginkgo trees which reflect the existing species of the preserved street trees on Waverley Street. Three native Oak trees have been added on Hamilton to compensate for the removal of the one protected oak tree.

The corner of the parking structure features a small plaza area that introduces decorative pavers which are also used in the pedestrian access alleys.

The pedestrian access alleys offer a quiet and human scaled alternative route through the project site. To invite people explore and use the alley, decorative pervious pavement, generous benches, landscaped storm water treatment planters, and pedestrian scaled lighting is used. The storm water planters are at grade level even with the walkway, and will feature a combination of low growing knee high foliage and flowering plants that provide year round interest and function to cleanse storm water directed from the parking structure roof. Planting species have been carefully selected to be successful in the alley environment and to enhance the pedestrian experience creating a pleasant atmosphere for what is expected to be a well-used passageway.

Maintenance access for surrounding Waverley Street businesses is provided in the pedestrian access alley. Concrete paving is used at the north end for durable access to the refuse storage room. Vines trained to grow on the façade visually soften the appearance of the parking structure.

PUBLIC ART

The public art installation will form an integral part of the building's fabric. Public art shall incorporate into and onto the perforated metal panel screens around the stair at the corner of Hamilton and Waverley and above the parking entrance on Hamilton Avenue.

GREEN BUILDING PROGRAM

The building will comply with the mandatory requirements of the 2016 Non Residential California Green Building Code (CALGREEN + TIER 2).

We look forward to our presentation and discussion with the Architectural Review Board.

Sincerely,

Ken Hayes, AIA
Principal

cc: Watry Design Group

enclosed: Arborist Report, June 2017

ATTACHMENT C
ZONING COMPARISON TABLE
375 Hamilton Avenue May 7, 2018 Revised Plans

Table 1: COMPARISON WITH CHAPTER 18.28 (PUBLIC FACILITIES DISTRICT)			
Regulation	**Required**	**Existing**	**Proposed**
Minimum Site Area, width and depth	None	29,164 sf	29,164 sf
PF Setbacks - Minimum front, side, and rear yards in the PF zone shall be equal to the respective front, side, and rear yards of the most restrictive abutting district*, provided no yard adjoining a street shall be less than 20 feet, and no interior yard shall be less than 10 feet* – ***Council modified this provision for public parking structures in the Downtown and California Avenue Business District***			
Front Yard (Waverley)	20 feet*	NA	**0** feet
Rear Yard (next to ATT bldg)	10 feet*	NA	2 feet
Interior Side Yard (at CVS and backing Waverley addressed lots)	10 feet	NA	10 feet – CVS and side of Tai Pan, 16 feet- from rear lines of Waverley buildings
Street Side Yard (Hamilton, special setback)	*20' (special setback 7')	NA	**3** feet to wall
Min. yard for lot lines abutting or opposite residential districts or residential PC districts	10 feet (2)	NA (not abutting)	NA
Build-to-lines	NA	NA	NA
Max. Site Coverage	For parking facilities: = site coverage in most restrictive adjacent district (CD allows 100% site coverage; PF allows 30% site coverage)	NA	**22,980 s.f. (80.54%)**
Max. Building Height	50 feet	NA	63' to elevator penthouse 58'6" to top of PV structure 49'10" to top of rail 5th floor deck elsewhere – PF code to be revised
Max. Floor Area Ratio (FAR)	For parking facilities: equal to FAR established by most restrictive adjacent district (1:1 for non-residential use in CDC zone with increase allowed with TDR not to exceed 3:1 in CDC)	NA	**136,595** sf - Including below grade parking area
Daylight Plane for lot lines abutting one or more residential zone districts other than an RM-40 or PC Zone	None	NA	NA

CITY OF PALO ALTO

ARCHITECTURAL REVIEW BOARD
EXCERPT MINUTES: February 15, 2018

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

Call to Order/Roll Call

Present: Chair Wynne Furth, Board Member Alexander Lew, Robert Gooyer, Osma Thompson

Absent: Vice Chair Baltay

Action Items

2. PUBLIC HEARING/QUASI-JUDICIAL. 375 Hamilton Avenue [17PLN-00360]: Consideration of an Architectural Review Application for a Five-Level, Nearly 50-Foot Tall Parking Structure, With One Below Grade Parking Level Providing 338 Public Parking Spaces. Environmental Assessment: A Draft Environmental Impact Report is Being Prepared for Publication in Late February 2018 for a 45-Day Public Comment Period. Zone District: PF; Public Facilities. For More Information Contact Chief Planning Official Amy French at amy.french@cityofpaloalto.org.

Chair Furth: Alright, then I think we're onto item two, a public hearing, its quasi-judicial, the site is 375 Hamilton Avenue, it's a consideration of an Architectural Review Application for a five-level, nearly 50-foot tall parking structure, with one below grade parking level providing 338 public parking spaces. It also has retail space. It would eliminate one existing public restroom and is designed to comply not with the current Public Facilities Ordinance zoning standards but with proposed new standards which were considered by the Planning and Transportation Commission recently. The draft environmental report is still in preparation. This agenda says late February but I believe that Staff will tell us that date has been moved back. Could we have the Staff report, please?

Ms. French: Thank you. Amy French, Chief Planning Official overseeing the process on this project. Excuse my voice today; I've had Laryngitis since Sunday. The project is indeed a garage that would provide parking spaces for the public, as well as retail space; a small amount. I will note that on the future notice for this project we will include the words retail space in the notice. Today the purpose is to learn about the project and the status and the timeline to understand that, to receive the architect's presentation, ask questions of Staff and the applicant and the architect, and provide guidance for the next plan set that would come to you. We're targeting April 19th as the next agenda date for this. Board Member Baltay did provide written comments that were distributed to the Architectural Review Board yesterday. Again, we want to continue the public hearing for several reasons. One is that we have not yet published the draft Environmental Impact Report and the target date is now – timeline is now the end of March. So, we want to have some comments – public comments in the public record at the Architectural Review Board hearing in April. This gives an overview that is contained in the Staff report. You saw this project last year, you – a different constitution of the ARB – in September. Those minutes were excerpt minutes, and were forward by email to the Board and there was a link in the Staff report as well. As noted, the Planning and Transportation Commission on January 19th – January 31st recommended the proposed zone changes that were requested with the Sherman Avenue garage and Public Safety Building

project. Those are to modify -- to allow Council to approve case by case each project modified zoning standards for Public Safety or essential Public facilities and public parking garages within downtown and California Avenue in the PF zone. Those included height, lot coverage, setbacks and including the special setback. I'm going to kind of skip through because I'm getting a tired voice here. As you can see I'm handling both projects so I don't want to walk you through this but this is what I'm faced with personally. It is to get both – there really are three projects - the public parking garage on Sherman, the Public Safety Building and this project through the process to the Council for them to approve the final EIRs and the two projects and the zone code change. We have some flexibility for the number of parking spaces actually in the garage, though the Council said how many to put into the garage. We do have some flexibility because we are proposing to remove the mailbox that's in the public right of way – City right of way - that people drive by to put their mail across the street. That would introduce more parking spaces on the street. In addition, the Council – some Council Members - noted their interest in having lift parking in this downtown garage, and so that's being explored, and that's the reason for the delay in the draft EIR. This drawing on this slide shows a concept that our Transportation Division Staff has put forward as to improve the pedestrian experience through the garage from Hamilton towards the proposed pedestrian alley. Our discussion today is, of course, to provide guidance on this project. Some questions have been raised, particularly about the pedestrian experience at the back of the building near CVS and that interface and the questions about landscaping and seating. In the Staff report we recommended some additional attention there, with taller landscaping along that façade. Another question was raised about when the parking system goes in with those gates preventing cars from going through without paying in the future. Where would the pedestrians go who are parked at the back of that garage when they want to go to CVS? So, that was a question that was raised and it's a good one; so exploring that now. The special setback, again this is dating back to the 1950s. We think it was about the cars – giving more space to the cars and that we would widen the street at some point. Well, our thinking has changed and we prefer narrower streets to calm traffic so, in any case, it's been recommended. The contextual setback in this area is of interest and certainly the AT&T building next door is a 7-foot setback, but this proposed project does have a building separation essentially providing a 20-foot setback for the first 15 feet of the building next to the AT&T building. So, there's – there is a 20-foot setback for some distance but the remainder would be on the lot line. Now to compensate for that, the project has a wider sidewalk proposed. And so the other consideration was – as Chair Furth mentioned - the removal of the public restroom. There are nearby retailers including CVS that have restrooms for their customers. I'm going to move forward. I do have a slide for the Downtown Urban Design Guide -- Hamilton Avenue District. If you want to see it later, let me know. I'm going to switch over to the applicant now. Thank you.

Ms. Holly Boyd: Good morning Board Members. My name is Holly Boyd, I'm a Senior Engineer in Public Works, and I'm the project manager for this garage. I just wanted to introduce some members of our design team who are here. We have Michelle Wendler from Watry Design and Genaro Morales from Watry Design and we also have Ken Hayes who is our lead architect on the project and he will be giving the presentation so I'll ask him to come up now.

Chair Furth: Good morning Mr. Hayes, the rules give you ten minutes.

Mr. Ken Hayes: Alright, thank you. Good morning Chair Furth and Members of the Board. Welcome Board Member Thompson. My name is Ken Hayes with Hayes Group Architects and I'll be making the presentation on behalf of the team. We're actually working for Watry Design Group, the experts in parking garage design on this project and thank your introducing everybody Holly. So, Council's direction for the redevelopment of Lot D, the existing parking lot, was five levels above ground, one level below ground, 338 parking stalls, bikes spaces, a retail space on Waverley – excuse me – as well as future photovoltaic panels on the roof. The project site, I think we're all very familiar with it. It's a 29,000-square foot project site, and a little more context here shows the project in the center. It's currently zoned PF, it's surrounded mostly by CDC, GF with a P; pedestrian overlay zoning district. Although the AT&T building is a PF, the post office is a PF and the post office is also a historic Category I. We have a historic Category III at the Palo Alto Toy World on Waverley. As well as a Victorian house next to that and the Décor Oaks building on the corner of University and Waverly as well, it's also a historic building.

You can see here the 7-foot setback across the front. We will be widening the sidewalk on Hamilton and reconfiguring the drop off for the mail. This sidewalk will be 12-feet, the sidewalk along Waverly at this location will be about 18-feet so we're going to extend those out and create a little bit more generous area. Lane 21 enters here and exits onto Bryant Street. It is one way in that direction from Waverley to Bryant Street. Just some images of the surrounding buildings I showed you back in September. The AT&T building is about 25-feet taller than our building. The All Saints Episcopal Church, 400 Hamilton, is all clad in brick and then we have the historic post office image there with its arcade across the front. When we were here in September we showed you three options and there was some focus essentially on Options One and Three. Option One and Three had a strong arcade at the ground floor level both on Waverly and on Hamilton. They had one or the other perforated metal panels above or metal fins that add interest to the garage but also allowed for the ventilation that's required. This is an unventilated garage at the upper levels. They all had a corner plaza as well as a larger welcoming stair than this option here. So, we focused our – what you see today on kind of a combination of Options One and of Options Three. Some of the changes that were expressly made based on feedback from you, this is a detail of the corner. Originally, we had a 28-foot deep retail space and I think everyone thought that was a little bit shallow. So, we've now made that 35 feet, so we've increased the depth. We've also increased the area by about 450-square feet. There was some concern about how you see into the garage from the street frontages and so before it was just a single path from Hamilton. You really couldn't see through in this direction so the idea was to reconfigure this corner plaza. Make it a little bit more generous, push the elevator back so that we can actually create a clean pathway here and one coming in from Waverly Street so that no matter where you're coming, you can see into the garage. That helps I think in terms of wayfinding and also safety. Walking down Waverly, this was one of the comments and this really applied to Option Three but is there a way to make sure that the post office is afforded as much view opportunity as possible. So, the option we have today basically has pulled everything back that went into the corner plaza so as you approach the corner on that ground floor, you do see the post office as soon as possible; the main entrance there. Then we wanted to create a walkway to CVS and we really like transportations suggestion at the expense of some parking so now we're at 334 spaces instead of Council's directions for 338 but it does create a great way to come into the garage. You'd be walking along were all the bike racks would be. I think we can expand that bike rack area to include areas for people with strollers or bike trailers so we've increased the potential for parking. It's not on your plan but it's on the slide that you see here. Then having right angle crossing that would send you right to the stairways that then comes from four levels above and feeds into this pedestrian connection that we have here, as well as the alley connection that is behind the building that faces onto Waverley Street. So, we get a little synergy here which I think would be really great and it reinforces people coming down, it's a circulation point. It will probably be used more frequently than the one over here on the corner. Then future underground parking and adjacent lots, there was concern about – Elizabeth Wong and Brad Ehikian parcels. So, the thinking is that from the basement level, we could actually plan into the structural walls of that basement ways for block out panels to take place to allow connections here. At grade level, the proposal with the alley in the back actually is wider than what they have now on those parcels because what they have now is just a drive aisle of the parking lot. That drive isle now is going to become an alley and so we're about 2-feet wider than the free space that they have right now for garbage collection and pumping of the grease interceptor and that sort of thing. Can we reduce the 10-foot pedestrian alley to provide greater setback along Hamilton? We can if we want to get rid of about seventy cars, alright. Our advice is to not do that, to really put some attention into the detail and the amenities of this pedestrian alley. So, the garage is down at the bottom of the screen, this is Elizabeth Wong's building, and this is Brad Ehikian's building. This is what we're proposing as that connection – that linkage. We need it for ventilation for the garage. We need 10-feet, anything less doesn't work and so if it's less than that, we're going to have to go to a mechanically ventilated garage and in my opinion that would be a waste of energy. This actually terminates with a view corridor towards the All Saints sort of open area of their front yard. Then in this direction here it becomes the alley, we have a combined trash enclosure here and we have provisions for them to be able to get to those trash encloses. To get behind their buildings and to do any kind of servicing that they need to do at the grease interceptors and that sort of thing and like I said, more room than they have today if there's cars parked in the parking lot that is. This is the street façade. Here you can see the At&t building is quite a bit taller than our building. Our building is at about 49-foot 10 to the top of the railing. This is a larger view of the front of the building. You see the arcade

or the rhythm of columns and openings that are along Hamilton. Each of those openings is filled with a bench for seating, an integral planter into the building and a ray of vine wires to give some plant material to – excuse me – plant material to fill those openings; as well as some decorative metal and the idea of the decorative metal throughout the garage is to celebrate some of the decorative metal you see in the historic buildings in the vicinity. We have a combination of the metal fins above to provide some interest. They're controlled by a metal frame that wraps around them and then erode the corner at the end to highlight the elevator core. The stair becomes an enclosed stair now with perforated metal around it, before it was an open stair and one of the suggestions was to make that an enclosed stair. However, the stair sort of descends out of that volume so that you see people moving up and down quite easily to the plaza here. The perforated metal denotes the entrance there, it also denotes the entrance here and it denotes the stair at the back when you walk down the alley. This is the façade for Waverley and again we're trying to pick up on the two-story rhythm and heights of the buildings of that block. This is the historic building here – I'm sorry, one more building down is the historic building but we're trying to relate to the cornice line essentially of that building there. Then the retail space below that you see there, with the glass, and then above that would be again a decorative metal screen that would conceal the cars but bring that color, that texture of the metal into the project. The view from Hamilton looking I guess west and you see the corner façade here. The materials are a sandblasted concrete for the arcade and we're really trying to bring in the color that you find in the Sienna or Terracotta Tile Roofs, the brick on the corner building so I think one of the strongest ways to relate to context is through color. You can see the perforated metal here and again, we're thinking that all the metal is some kind of a bronze color so it's dark. It's not anodized aluminum in any kind of an aluminum color. This is if we add the solar panels on top and what that could look like. Then a view from above and across; you can see the perforated metal again back here and that's there that you see when you look through. We have the solar panels above and then some detail of the plaza itself and (30-seconds and I'm there).

Chair Furth: Take what time you need, you're the only agenda item.

Mr. Hayes: We want to bring that decorative metal quality into the stair work and so you see it coming down to the plaza and that would wrap up and through this perforated metal screen. This would a detail of the benches and the back slopes so that you can be comfortable there. The integral planters here and this is where the vines would infill those areas. Then we have the metal – decorative metal screen behind that as well. Just some detail of the fins with the metal work around them and then what that could look like on the right-hand side when the PV structure is added. Then lastly this is the alley, you see beyond the destination, the stair, the metal screen again because it isn't an entrance identity. Then if you walk down that stair and look back, you can see how we could start to animate that alley with plant material. We have been opportunities and then some kind of interesting lighting. So, I think it could be a really interesting space and if you want to see a space that's similar scale, go to Chop's new building on the corner of Hamilton and High. Look at the alley between the Palantir cafeteria building and his new building, it's almost identical. I think we could really enhance that space and it could be a nice space. That's my presentation, we all look forward to your comments. Thank you.

Chair Furth: Thank you. I have a number of public comment cards and if or members of the public wishing to speak, if you haven't submitted a card, would you please. Brad Ehikian to be followed by Elizabeth Wong.

Mr. Brad Ehikian: Thank you. We have Jaime Rodriguez here who would like to combine Elizabeth's and my card for the full time for the presentation that we have.

Chair Furth: Untangle me a little bit more. What – who – what – I'm fine to have you speak in whatever order you would like. I have four cards here, Elizabeth Wong, Jamie Wong, Jamie Rodriquez and Brad Ehikian and Andrew Wong. What would you like?

Mr. Ehikian: We would like to combine them for one presentation.

Chair Furth: That's fine with me. Sure, feel free, that…

Mr. Ehikian: Thank you.

Chair Furth: …gives you…

Mr. Jamie Rodriquez: I'm going to go ahead and get started. My name is Jamie Rodriquez, I'm with Traffic Patterns and I'm a traffic engineering firm providing services to a couple of the property owners adjacent to this particular project. Our peer review of the places for the garage really focuses on the operations of the existing buildings, the businesses that operate within those buildings and the long-term impacts both during construction and after. So, here's a quick site plan, again your architect already showed this to you. This is Waverley and Hamilton, the garage – the existing surface lot on Hamilton, Lot D showing down towards the bottom right. We're here working with two of the property owns, Manhattan Associates who's represented by Brad Ehikian behind me and they're basically the building that is owned where Prolific Oven is. Elizabeth Wong with Waverley Post, also behind me, is the building right next to that where the Thai Pan Restaurant is. So, those are the two buildings that are most immediately impacted by the construction of the garage itself. For the people that are home that haven't had a chance to read the letter that was provided to you just yesterday, I'm going to walk through the presentation so that people later can view this at home on their own to get a high overview of what some of the design issues are that we're requesting additional accommodations on (inaudible) part of this project. Most important and specifically is the issue of grease clean outs. For people at home and for you who don't understand that grease clean outs include two elements. There's basically an underground storage tank that stores grease and other debris that gets generated in kitchens and they also include what is called clean outs. Cleanouts are where vehicles or vacuums are accessing that debris to basically vacuum it out of the ground to take it away for recycling or for cleaning. This is an example of what it takes to clean out these grease traps. Basically, they (inaudible) what they call a vacuum truck and the City Staff uses these around the City to clean out storm drains. They are used all over Palo Alto and other restaurants to pull out that debris and they are cleaned on a weekly basis at the restaurant at Thai Pan. What we're seeing right now is that the only feasible way for both these buildings to access grease pits that exists and others that are being planned right now in construction in Brad's building. You guess have a new application for a restaurant that will be building a second grease trap so you have to have a much higher ground floor. There's no way that these vacuum trucks can connect the additional hoses and vacuums to vacuum out all this debris from these two kitchens from the alleyway. You have to have access from where it takes place today, the equivalent of the lot on the ground floor. That would require a much higher ground floor, I think right now you're at about 11 ½-feet. You probably need closer to a 16-foot ground floor ceiling height to accommodate any of these services vehicles that came in and clean the grease trucks and potentially trash removal vehicles. Regarding parking, 550 and 552 is Prolific Oven and currently has two parking spaces. One is kind of dedicated to the space formally and they operate a second parking space that they use regularly informally. Informal versus formal, that's still parking that's used by these buildings that will get lost both during construction and post-construction. 558 and 560 Waverley where Thai Pan is doesn't have any formal spaces but they use one space regularly every day for different operations. So, we talking about immediately three spaces that are going to get lost and what we're seeing in the plans that were provided by the City is that only one parking space is being provided back to the Prolific Oven building. There's an inequity in the parking distribution back to the Thai Pan Restaurant building with no parking and so that's definitely been a concern for the team. What we're suggesting that the City consider is to dedicate additional spaces within the ground floor of the garage immediately behind the buildings. There are six spaces that are shown on what is the northeast corner of the building. We would request that two spaces get provided per building, as well as a dedicated commercial loading zone with that higher 16-foot ground floor. Service vehicles can get in there, remove trash bins from the garage if you add second double doors sets on the inside of the garage to pull the trash out; as well as the vacuum trucks to clean out the grease pits from the Thai Pan Restaurant and the Restaurant that's going to built at 558 or 552. Preferably, if that's not something that the City is open to doing then we would just request that you provide a 24-foot alleyway around both sides of the building that maintains a two-way access to get vehicles in and out. That's those buildings preserved their existing parking but that would have some significant impacts to the project and so we think that a really good kind of halfway point is dedicate those spaces back to the building owners.

Regarding future development of the buildings, the architects mentioned that there were going to be accommodations to be able to punch through at the basement level of the garages future underground parking for the buildings if they were ever to get redeveloped. That's a great idea but what's really missing in the plans we have now is how that's going to happen. If this was a development project, this – you guys at the City would want to see details about how that future construction is going to happen but that lacks today. So, there's just a big concern from our clients that it's great that the note is there but there's no accommodation or design details. It may be found later on that (inaudible) feasible because the design doesn't actually accommodate for it. We really think that this need to really get taken care of at this design phase so there's not an issue later in construction. In addition, in order for that to happen, any developer would have to have agreements that are handed to the City that say that we're going to work with another entity to give access to somebody else to move through our site. That actually hasn't happened for these projects so as great as it is that we're getting kind of notes on the plans that show future access connection points. What's most important is that you have the dedicated access agreements agreed upon between the City and the project property owners, as well as the temporary construction easements or TCEs that allow them later to kind of punch through that wall. In addition, the long-term parking lost impacts from those walls punching through to provide the underground access, needs to be documented and accounted for in the parking stall count for the project because you're going to start out with a certain project space now. Then you're going to lose that later on when you provide that access so the public really needs to understand what that long-term effect is going to be. Regarding trash operations, it's really good that the garage has a combined trash bin kind of to the north but that provides some significant impacts to the two buildings. It's great for the building behind Prolific Oven because the trash bins (inaudible) their location but for the Thai Pan Restaurant, it introduces almost a 100-foot walk to actually take trash and other debris into the trash enclosure. That's a little bit of a concern for the property owner and the businesses because that introduces an opportunity for there to be injuries taking debris that far. It introduces blockages to the pedestrian alleyway that the City is trying to create while that trash (inaudible) relocated. It introduces the opportunity for a spillage and other kind of impacts to whatever decorative pavers you're trying to create by that trash being hauled away. So, the more you minimize the distance from the buildings to those trash bins, the better in the long term for the community. What we would recommend is that you consider creating two dedicated trash enclosures, one that's dedicated to the Prolific Oven building and a second that's dedicated to the Thai Pan building. Both located immediately adjacent or behind each building to reduce that walking distance. Those though would need to be preferably remove the bins from the inside of the garage so that you're not worrying about then taking debris and spilling other trash and liquids in the alleyway and staining that long-term and creating a long-term impact. What we think would work best is if you dedicate those spaces -- create those dedicated bins and you might have a one parking space impact but in the long run you're going to end up with a much cleaner operating pedestrian alleyway and a much clearer operating garage. Regarding the shade study for the project, our clients are still evaluating that. We're not going to provide too much specifics on the engineering side but we did want to make some specific notes that did bounce out to us. One is that both clients where already in the process of looking at the installation of solar panels to help reduce the operation cost of those buildings. We think that with those buildings coming in with their solar panels, that's going to block the ability of sun to hit the panels that gets installed on these buildings. So, that's a long-term impact that we're still trying to figure out but we wanted to make that note to you. If the buildings were just to get pushed back 24-feet on either side to allow two-way alleyways, that would protect the ability of both of these buildings for our clients to get good sun exposure for their solar panel systems. Regarding the alleyway, we've already expressed concerns to the City that as great of an idea as the alleyway is, you're basically creating an alleyway behind up to three kitchens now and those kitchens do generate noise, they generate trash and order that we don't think are going to be really amenable towards pedestrians wanting to dwell in that space. The other issue is the issue how dark it is and just from this example in the architect's rendering, you can see the alleyways are already dark, kind of (inaudible) at almost all times of the day. What really bounced out to us is that the average foot candle lightening of the alleyway is only one-foot candle. That's the same footcandle design the City uses for its public streets that all the residents complain that are too dark at night. So, you can tell from here if it's dark in the evenings, it's going to be worse in the – if it's dark in the dust period, it's going to be worse in the evening for residents. The architect's presentation showed a really nice examples of lighting kind of stretching between two buildings but that's actually not

what is proposed on the plans. All that's proposed is string lights kind of on the garage side of the building and so with that you're not going to get the type of lighting that both buildings feel is going to require or improve the safety of their employees in the buildings, as well as the public traveling on the back side. The other things is that we would request the removal of anything that would encourage people to dwell and sleep and kind of congregate in that back area for vandalism issues. Regarding the issues of the grease traps, again we showed you how those grease traps need to be accessed. You got to think that vacuum truck and those big vacuum hoses need to push them from the garage on the first floor through openings on the ground floor through the back doors of the buildings and into the kitchens. The trees that are shown, the planters that are shown, those all conflict with those long-term operations. This building as shown will kill the operations of both businesses and any planned businesses at both of these buildings. The only way to do that is to remove the trees that are shown which is highlighted in green and remove the planter wall and provide more access space for service vehicles to be able to get in there and maintain those buildings. A couple other issues regarding construction, you're basically going to be building a pit when you construct the garage and that's just part of construction. The applicant or the developer just don't understand how grease trap operations need to get maintained but there's an impact in cost, they are requesting that the City project take on the burden of removing that grease trap during the construction phase. Also because of the fact that all the loading happens from the back of the buildings today, they are also requesting that during the construction phase that all of the parking or the majority of the parking along the frontage of Waverley Street be converted to loading zones so that service vehicles can continue to maintain those buildings. If possible, create some type of a parkette or some type of enclosure that let's all the trash bins be stored there. So, that services vehicles can come in and grab that trash before -- then take it out after the project is done and move towards the hopefully preferably two storage bins on the ground floor if the garage. We're also looking to hopefully request weekly cleanings of the buildings. You're going to be generating a lot of dust and debris and any private developer would be required to do that. They do it on their own outside of the City but in this case the City has to take on that responsibility. The other issue that we didn't see addressed in the plans is the issue of drainage from both buildings. Both buildings have rooftop drains that either spill into underground storm drain systems or spill into the alleyway and with the dark and loss of light to dry up that water that generates from the rooftops in the day and in the winter. We're seeing an issue of potential rodents and kind of moss generated in the pedestrian alleyway. So, again, if you push the building back 24-feet, then that allows the sun exposure to come in and dry all that out during the day. In regards to these issues all that we're asking is that you let us sit down with the City Staff more, Seth has met with the developers – with the clients in the past but they haven't responded to the issues. So, these issues aren't new to the City, it's just issues that haven't been addressed. That's the end of our presentation.

Chair Furth: Thank you very much. Is there anybody else who wishes to speak? Alright -- Roxy? Mr. Rapp.

Mr. Roxy Rapp: Thank you. Good morning. Two ideas, one is across the street you have the post office and one of the problems with the development of the post office is they want to stay while you develop it and bring it up to seismic, clean out all the asbestos, etc. etc. which is impossible to do a good job. Especially in a historical building and my suggestion is for this Board to encourage the City to work with the US Postal Service and have them move across the street to the retail. It fits beautifully because it's a very narrow retail spot so you can have all of the post office boxes and we really don't need as big of the post office as we have now because that use to be the main post office. It no longer is so I think that would be terrific to move the post office across the street and that would find them a new home for where you can redo the existing post office. That's number one and number two is as most of you know, I developed with Jim Bear 250 University, where we have the alleyway which didn't come out as nice as I pictured it but someday maybe it will get changed. We do have a trash room in the alleyway and it's a tough situation to do. Looking at the plans that Ken just shared with me, my first suggestion would be to move the doors -- that you move out the trash and move those doors to open up early in the morning to the alley itself for the – they can pull the containers into the alley. Right there the dumpster can pick it up and dump it and then you can move it back in. What I'm worried about is you move them out those existing doors and then you hit into Brad's new building there. Then also you have that electrical box

underground and I don't care how careful you are, those dumpsters leak. So, then you would have all the smells of the different garbage etc. going down into the electrical boxes under the ground that has a grade on top of it so that would stop two things there. In regards to dumping the trash for the retailer, I would go ahead and keep a side door so the retailer doesn't have to go down into the alley to dump their existing trash. So, you would actually have a set of doors or one door, a wide door, that they would open up to dump their trash from the retail operation. Thank you.

Chair Furth: Thank you. Would the applicant that is the City like to respond? It's your turn.

Ms. Boyd: I would just like to say that we received the letter from Brad Ehikian and Elizabeth Wong for the neighboring property owners yesterday and I believe it was sent to you as well. There are some existing issues that we have met with these neighbors in the past, a couple times and we're working out some of the issues. There are some new issues that were brought up in this letter that we have not heard before. I do want to say that I think you also received a letter that was sent from our Attorney's Office…

Chair Furth: From Albert Yang?
Ms. Boyd: …from Albert Yang on Monday. So, our attorney, the City's Attorney's Office, and the neighbor's attorneys are in communications and ask that City Staff continue meeting with these neighbors to work out these issues but we would still like to hear comments about the building. We're not asking for recommendations of approval today but we'd like to hear comments from the Board regarding this project.

Chair Furth: Thank you so just to go over it, we have the correspondence in the packet, we have the Valentine's Day letter from Ms. Wong and Mr. Ehikian and we have a pretty long memo from our colleague Peter Baltay about his comments on the first round and his subsequent response. I think those are all available to the public. Ok, it's over to us, any questions of Staff before we go on?

Board Member Lew: I just – I have one question; so there's an existing bus stop on Hamilton near the mailboxes and - is that proposed to stay in the various scenarios where the bulb out gets wider, or do we retain street parking and whatnot?

Ms. Boyd: Yes, the bus station or the bus stop will stay in the same location.

Board Member Lew: Ok but if there's – if you widen the sidewalks in that – on Hamilton, is the – does that mean the bus stop is going to block traffic?

Ms. Boyd: It will temporarily block traffic. That was the recommendation by our – the Transportation Division to leave it there.

Board Member Lew: Great, thank you.

Chair Furth: Any other questions before we start? Robert.

Board Member Gooyer: I just have one question. The comment was brought up about an informal parking space. What exactly is that? Is that sort of a 'hey, we're here first thing in the morning so it's ours'? I mean I can understand – from what I understand or what I heard was there was one, I guess, parking space that was sort of dedicated to the adjacent property owner and the second one was an informal dedication.

Chair Furth: It's parallel. I think (inaudible) (crosstalk)

Board Member Gooyer: (inaudible)

Ms. French: A formal…

Chair Furth: Substandard standard space.

Ms. French: I would try to answer that to say a formal parking space would be one that meets the City's codes and as far as…

Board Member Gooyer: I mean the idea being that it's – I don't want to say owned by them but they can – they park it there and nobody else can park there? The formal one.

Ms. French: I'm not clear on it but I imagine it's on their property, not on the City's property where they are parking…

Board Member Gooyer: Ok, obviously if it's on their property (inaudible)(crosstalk)

Ms. French: … in a way that doesn't comply with a standard parking space size or access.

Chair Furth: Perhaps we could ask Mr. Rodriguez to elaborate because I was looking at it this morning and I was thinking of it. Just identify which property and which spaces you are talking about maybe looking at the site plan.

Board Member Gooyer: Also, if you could, could you show where your grease inceptor is located?

Mr. Rodriquez: I'll try and do my best here so I'll walk you through what we mean by formal and informal spaces. Let me get this going real quick. Even with glasses, I can barely see that. The way the site works today, this is your typical scenario every morning is we see all the service vehicles that are coming in and parking in the spaces of the lot. Those vehicles also park adjacent to the building so it's very common at both buildings for delivery trucks to park right up to the sides of the buildings here. So, they do temporary blockage of the alleyways or the isles but that's how the informal parking spaces work and they are used mostly as commercial loading zones for pulling food out of them or dropping materials within the buildings. Here another view, here you see the formal parking spaces at 90-degree head in space kind of adjacent to this wall for the Prolific Oven building and here's that informal, second, kind of parallel parking space that's used regularly by the building. So, all in all, there's about a three-parking space lose because there's (inaudible) in those two buildings. Here are more service vehicles here out in the back-dropping things off during the day.

Chair Furth: Thank you.

Board Member Gooyer: Then also if you could answer where exactly is your grease interceptor located?

Ms. Elizabeth Wong: Good morning. My name is Elizabeth Wong and my family and I own 560 Waverley Street. The grease traps are inside the kitchen, they are two below the floor grease traps and they are in the middle and frontage of the restaurant.

Board Member Gooyer: Ok, all I needed to know was just whether they were inside or outside. Ok, thank you.

Ms. Wong: You're welcome.

Board Member Gooyer: That's it right now.

Chair Furth: Thank you all for your informative presentations. We appreciate them. Complicated project. Complicated site. Do you want to just start with an additional round of comments or do you want to sort out the issues first? Start with comments first – general comments first?

Board Member Lew: Can we do two rounds (inaudible)? (inaudible)

Chair Furth: Let's do two rounds. Yeah, let's talk about site issues first. Robert. Site plan issues.

Board Member Gooyer: I like the idea, but I guess this has been floated than lately other than what we've seen, is more of an access or an alley, whatever you want to call it, between the At&t building and the project. I think having been down there quite a bit, you'll see there's a lot of traffic that moves back and forth from Gilman across to Lane 21 so I think that's a good idea. I can see the point that I think one of the Board Member's mentioned we should set the building back a little bit further but you get to a point where based – I mean parking spaces have a certain set requirement so you can't just say well, we'll shrink the building by 8-feet because that, as was mentioned, could emulate a whole row of parking. I'm ok with it the way it is. In the other direction, like I said if we do a – one away from At&t that would only lose a couple of parking spaces so I'm ok with that. I think other than that, the fact that we're providing a trash enclosure for them or to assist the adjacent property owners, I think is a great idea. I mean that's a very generous way to do it. I mean I've been in situations where just because a property has had a convenience situation in respect to either a vacant lot next door or whatever the case is for 20-30-years. Doesn't mean that's a god given right. It just means that you happen to have been lucky for 20 or 30-years so with this building being placed right next to those existing buildings is going to cause some hardships. I'm well aware of that but I don't really see changing the whole design based on that. In fact, the – to give them what they requested basically makes the building almost -- I don't want to say useless but I mean it really doesn't allow it to do the function it needs to do. So, as far as the layout like this, I'm fairly happy with it. There were some questions I noticed on Board Member Baltay's comment about going two floors down and cutting the height of it a little bit. (Inaudible) that's not really layout but I think that would be a great idea but obviously, any layer that you go down, increased the cost tremendously so I can understand why – that's it for me at the moment.

Chair Furth: Alex.

Board Member Lew: Great so I do want to thank Staff and the architects. I think the set and the Staff report where very – where all very clear and every – it was very thorough and it was very easy to understand what you were trying to do. The – with regard to just with the site issues, the – my main struggle is with the – with encroaching into the 7-foot special setback. I looked at it again this morning to try to see if I – just to help try to make my mind about it. At the moment I'm thinking it's a mistake and we've done it before on their projects like 278 University, Chop's building, your building here and I supported all of those at that time. I think those were – that was the right decision or decisions. I feel very differently about this one because it's a different block. It's a superblock, it's that block of – goes from Waverly to Bryant, it's twice as long, the façade length is fairly long and all the other buildings are complying with the 7-foot special setback. So, this is going to be the only one for three or four blocks that are going to – I think it's going to stick out. I think it's going to look like a mistake and that's my take on it. Earlier this morning I was trying to – I was wondering if the lower floors could stick in if the upper two floors where setback. I was trying to figure out a way to minimizing the parking reduction.

Mr. Hayes: It's all about – right, it's all about the parking (inaudible).

Board Member Lew: I've been going – I've trying to rack my brain about this.

Mr. Hayes: Well, that's what we did at 240, if I may? So, at 240 the building at the upper levels actually encroach into the 7-foot special or the 6-foot special setback there but on the ground floor, we pushed it back so that you do have – it does acknowledge the 7-foot or 6-foot setback at 240. You'd lose this parking along Hamilton.

Board Member Lew: Yeah, I know. I guess at the end of the day I'm trying -- I'm wondering is the site too small for what we're trying to put -- what the City is asking you to put on there and maybe it is.

Mr. Hayes: I had – may I just, through the Chair…

Board Member Lew: Please.

Mr. Hayes: … just ask a question? I did not understand Board Member Gooyer's comment about the walkway along AT&T. We're you proposing a 10-foot walkway along the AT&T building?

Board Member Gooyer: That's what I was thinking is…

Mr. Hayes: Because that has the same effect on the parking then, right?

Board Member Gooyer: Well yeah but it shrinks it this way so you only lose a couple space as compared to a whole row.

Mr. Hayes: No, I think we'd lose the whole row. I mean unless you went closer to the Tai Pan building and got rid…

Board Member Gooyer: Well, what's….

Mr. Hayes: We'd lose that whole row, Board Member. You could just lose it on the ground floor if we kept the upper floor but that would be a very dark and I don't think that would be a very good space though.

Chair Furth: What were you thinking (inaudible)?

Mr. Hayes: (crosstalk) So, part of the concern…

Board Member Gooyer: (inaudible)

Mr. Hayes: …. was that when we – looking at Board Member Baltay's comment on the 10-foot alley we have along Thai Pan, he was saying that would be a very unwelcoming and perhaps dangerous space. It's got a two-story building on one side and a five-story building on the other. This would have a 75-foot story building on one side and a five-story – I'm sorry, 75-foot and a 50-foot building on the other side. So, I don't know how that could be a good amenity if the alternative walkway is not a good amenity.

Chair Furth: Ok.

Mr. Hayes: Right so…

Chair Furth: We'll continue our…

Mr. Hayes: Just trying too…

Chair Furth: No, (crosstalk) I think it's useful to do this in a slight study session format because this is a complicated project. We've got a little time, we should be thinking about this. It's a big deal and appreciates that and we'll keep going with the comments. I'm sure we'll have you up here answering questions again. Osma, please.

Board Member Thompson: Regarding site, I find that many parking garages suffer from not advertising bicycle parking adequately. So, the concept of bringing more attention to where the bike station is, pedestrian attention, the diagram that we saw today in the presentation that brings circulation through there I think is a good choice. Mainly because I think it will bring more attention to bike parking because otherwise in parking garages it tends to get very lost. I also – I hope that's also like as the project progresses that that's considered in terms of wayfinding and all that. The loading issue behind Lot 84 and 85 is certainly something needs to be addressed. Mainly in that, it would be – these areas are sort of meant to have these retail spaces thrive and if we're siphoning off something that's essential for their operation then I think that's a mistake. I'm not sure, it seems that the pedestrian access to Lane 21 is being reconsidered and potentially as that is being reconsidered these concerns also ought to be

integrated. Perhaps reconfigured a little bit so that these spaces can stay operational and we can still have a pedestrian pathway that works. I mean as it is looking at the plans, having the trash enclosure on one side and the back of house of these restaurants on the other side, that in itself isn't an ideal alley in terms of program. Potentially there's a way to shift things so that the back of house is on one side and the pedestrian amenity access is on the other side. I'm not sure what the solution is but I do think it needs a further look and potential reconfiguration on that side. Not just for what they need but loading and stuff. This is a commercial area and loading is an important part of that and I don't really see any solutions there. Those are my comments for site.

Chair Furth: Thank you. Well, I share Osma's view that I don't know what the solution is but I do see a problem. The problem attends to go about what is gained and what is lost because there are all these unofficial, practical uses of these spaces. I know that this isn't a dedicated alley and that historically these buildings probably didn't have any kind of official access down there. Could you explain to me Staff, what's the situation with Lot 84 with what we call the Prolific Oven? Are there dedicated spaces behind that building that are entitled to some kind of access or not? I'm confused.

Ms. Boyd: There is one dedicated space for their entitlement which is why we included the Lot 84 space (inaudible).

Chair Furth: That dedicated space essentially had an easement and necessity over the City parking lot? I mean how where you suppose to access it? We have no idea, you just could.

Ms. Boyd: I'm not sure.

Chair Furth: Ok, it's like a lot of sewer easements actually. So, let me tell you what I don't consider to be a problem and what I do consider to be a problem. I mean anything that makes it more difficult for a business to thrive is, of course, a real problem but things that are historic hangovers that would not be allowed and haven't been allowed for 20 or 30-years I'm less inclined to try to solve. These buildings should all have, as Mr. Rapp's building does, interior trash places. I mean we don't – these alleys are not intended to be used to store trash bins, though most of them are and it's a long-term project to get that changed and get that storage off the alley and into other places. I think that using some of this space to solve that alley problem is a great idea. I realize that it takes more time and energy to go to a slightly removed – to go to somewhat removed central place. If those buildings come down and get rebuilt, perhaps they're going to have to do interior storage so we need to think about how that would access the alley for collection. I think we need some more thought about the whole – it might be useful to think some more about the whole trash problem in both parts of that alley because it's a mess with the exception of one property. See if we can come up with a more comprehensive solution which would be a benefit to the City but it would also be a considerable benefit to the private property owners. I'd like to see some more thinking about that. I mean maybe more dedicated trash space so that we could really clean up that area. We're not going to get them all in there but make that a much more attractive block because we do have this problem of the superblock that has had this informal access because of the parking lot but isn't going to anymore. I'm not in favor of 24-foot alleys around this project or on either side. I'm not in favor of curb cuts on Waverly so I think we need to be looking for other kinds of solutions as you have been. I think pedestrian access is a big deal. I'm really pleased with your bicycle provisions. As you know I'm really pleased to see benches with handrails so I can stand up when I'm even more frail and elderly or just on the weeks that I'm carrying a heavy child or something around. I don't know what the solution is for good pedestrian access. I'm sure lighting has a lot to do with it. I'm sure design has a lot to do with it. I'm not convinced with that long alley. I ran into Alex this morning as we were both checking out the sight one more time and that is a long way along the Thai Pan frontage. That is a deep building and I would rather this building where closer. I don't like violating the 7-foot setback because I think it's a real built setback. It's not just some historic artifact. You know Stanford got itself a really good campus architect after it put the Business School in the wrong place and realized they'd messed up the line of sight down towards the Quad. Well, this is not at that level but this is a problem. I know when we talked about this before you said with a 5-foot alley would need a different kind of ventilation design but you weren't positive. You would – I did not understand that to mean you needed mechanical ventilation

but I don't think that's going to be a very good space and I don't think – I think that intrusion is a problem for the findings we have to make. On low lighting level, I'm sure you can handle that. Drainage, I'm sure you can handle that. The fat, oil and grease FOG service, I don't know what the solution is but I think there are a lot of restaurants that don't have big backstage access for big backstage trucks so I'd like to know more about what's possible. I do know that it's a big issue for the City and we own our sewers and we want it to work as much as the property owners do. I don't think solar access is something I expect this project to not interfere with. We don't have a law in this town that protects ancient lights and there's a proposal to put substantial solar on the top of this building. So, I would consider that a legitimate trade-off. I don't know if my colleagues would agree. Dust management, construction adverse impacts management, I think that's always our obligation and it's going to be difficult. These things always are. Those are my comments at the moment.

Board Member Gooyer: Let me ask you then, what you're saying is push the whole building towards Lot 85? Ok, that's what I thought.

Chair Furth: I do like the better retail. I do like the better earlier chance to look at the post office. I did go on about that entryway a lot last time, I apologize. Shall we talk about design? Robert.

Board Member Gooyer: Well, I wasn't here for the last or the first presentation of this and when I started reading over this and the thing is basically or the – what I'm reading is it says that you wanted to relate to the Church across the street. To me, I don't know, I'm not a big fan of sort of 70's, brutalist architecture which I think that comes into. Now whether that's right or wrong or whatever, I don't know if that's the appropriate thing to emulate. I – although there is a -- the Wells Fargo building across the street which is brick, the AT&T building has brick in it. I don't know, to me that would be something a little bit better to emulate than the – not that I'm a big fan of the AT&T building, especially that elevation but I'm talking about just the materials involved; also, the fact that the Wells Fargo buildings steps back at the corner. I know we talk about you should highlight a corner but in this particular case, I'd rather do the opposite and have it step back at that corner to open up that intersection. It allows better view of – actually of the Church, also of the post office and I just think it works better that way. Because of that, I'm not a big fan of the stair tower right at the corner. I don't think that's doing anything and the reality of it is when I first looked at – which is it? Basically, elevation or your sheet or your page – I guess Hamilton Elevation One. Man, I swear that thing looks like a prison. I mean it – because it is all just too uniform. I mean all the metal framing is going vertical like – I mean is the – there's – I mean I've seen metal mesh used and I – and you have too I'm sure. It looks a little bit more creative. There's some design in it. The mesh is basically intended to create a form and yet still keep an open space and that sort of thing but it doesn't have to be done in this. I mean the only thing I can say in this is you copied the brutalism of the building across the street which I don't think is a good thing on this particular case. It creates a massive volume that I don't think needs to be there. It – so, I like the way you opened up the corner so you did it on a horizontal plane but you didn't do it on a vertical plane. I'd prefer to see that corner opened up like you did and then also step back. Actually, the -- on this, like I said I wasn't (inaudible) there last time but Option Three or even One where that stairway is open, I think works better than enclosing it. I don't think you're doing – I mean it's not like you're doing weather protection. To me it's not really doing anything. Right now, stairways that are glass enclosed are very popular but that's make it work in this particular case. Let's see, what else? Like I said I agree that I think the building ought to be pushed back and it should line up at least with the At&t building which will – which would make everybody happier here as far as obtaining the full 7-feet. I agree, like I said earlier, I don't – you know the alleyway would be nice or the pedestrian access but it's not critical as long as we come up with something that does it from the Hamilton to Alley 21, whatever it's called – Lane 21. I think there needs to be some access there that needs to be developed and I understand just taking – it doesn't even need to be adjacent to the building. (Inaudible) through the building or something that is highly accented. I mean it – for example, Mountain View has on Castro Street has these sorts of walkways in between the buildings that have been very nicely done. I'm not saying you need to emulate that but they've given it some – where it actually shows some thought was given to get from Point A to Point B. Not we're sneaking through the parking garage to get to the alley. I think that's it for right now.

Chair Furth: Thank you. Alex.

Board Member Lew: On the design, I think you've done a very good job. I like – yeah, like a second-floor cornice element to align with the smaller scale buildings. I like the -- I think the fins work well. I like the revisions you've made around the corner stair access. I like the – I think the retail – the deeper retail space makes a lot of sense and I like the – I guess (inaudible) like the setback and awnings that you've done near the At&t building. You tried to break the mass and changed the materials and I think that's all working. I think the integral planters and benches I think are working really well. So, I can support – I think I can support all of those elements design wise. The – I have a question and I don't think I need an answer today but is the garage going to be painted? So, on some of the other garage that has come to the Board from Stanford, they said that they weren't going to paint them. Mostly based on a sustainable design criterion, it's just less paint, less – you know less off-gassing but then when I went to see them, low and behold they were all painted. I don't know exactly what happens with those but I do know on other projects at Stanford they've had problems with the concrete. So, they are pathing the concrete because of the popcorn texture and I don't know if that's the – exactly what happened but I guess I would like some sort of thought about that because I think it does make a difference; yep, great. On the landscape design, I think I am concerned about the Ginkgo's and the pedestrian walkway. I mean I think there's typically require full sun and I don't think you're going to get it in the shade of a – on the north side of a tall building; same thing with the vines on the north side. I mean most vines require full sun or at least part sun. I think there's like creeping fig that doesn't require – doesn't need – doesn't like full sun but then it doesn't need a green screen, either right? It just needs – it would prefer to grow on a wall so I'm not sure that all of that – the landscaping is working in the pedestrian walkway area. If the walkway area is only 10-feet wide, I think my – my hunch is that the best thing to do is try to keep everything as open as possible and not try to hide the building. Yeah so…

Mr. Hayes: So, the building -- you'll be able to see into the building as you walk along the alley so it's – there's an elevation I think in your packet.

Board Member Lew: I guess I'm concerned about the green – mostly the tall greenscreen panels - if that's really going to work.

Mr. Hayes: Oh, I see.

Board Member Lew: Even if the plants don't do well there, I mean I think the green screen is a nice enough material. I think you had also proposed maybe stainless-steel wires…

Mr. Hayes: Right.

Board Member Lew: …as an alternative as well.

Mr. Hayes: You mean you're saying that as a texture alone without the plant material?

Board Member Lew: Yeah so even – well, so – maybe the best thing to do is plant it but even if it fails, I think it's still ok. I've – so I've had that – I've had that problem…

Mr. Hayes: The garage is painted except where the concrete is on the two street frontages. That's a sandblasted concrete and that will just have a clear sealer, like a Siloxane sealer or something on it.

Board Member Lew: Ok, thank you for that. I think that's all that I have on the building design. I think you've done a really good job.

Mr. Hayes: Great, thank you.

Board Member Lew: I don't necessarily agree with the programming and setbacks and all of that. I would also just disclose that I did watch the Council meeting on January 22nd about the California Avenue

garage but they referenced this one as well. So, I'm kind of curious to see where this – where the Council ends up on this particular project.

Mr. Hayes: Thank you.

Board Member Lew: Ok.

Chair Furth: Osma.

Board Member Thompson: I would say that my views on this probably more closely align with Board Member Gooyer's views. It is – the idea that it looks like a prison is not inaccurate. It does seem quite overbearing. Unlike my fellow Board Member, I am actually very much a big fan of brutalist architecture but it needs to be done well. Brutalist architecture does well when there is a lot of green like a lot of planting. Also, when there are more interesting forms than just the orthogonal and materialities is also a big part of it. I'm unconvinced, in at least in the renders, how the sandblasted concrete and the metal fins pertain to the historic – I saw a note that the metal fins pertain to the historic context and it's very unconvincing right now how that is the case. I do appreciate the concept to include a lot of greenery in it. I think greenery definitely softens the brutalist architecture but like Board Member Lew says, it does have to succeed. I disagree or at least I'm unsure if it does fail, what that screen is? Is it just kind of a cage? I feel like there is a green screen product but I'm not sure if that's what you're specking here and I'm also unconvinced if that is what you're specking if that will actually look good. I think some more thought to the overall appearance does need to be considered. I am also not a fan of the stair tower as it stands. It seems under designed in that the relationship between the edges and the floor and the stair are sort of out of sync. I think those datums and planes that you're creating don't mesh well and create a really awkward space as you're exiting from the stair. I am concerned about the façade behind the existing lots. Currently, in render, they look blank, so I'm looking at the aerial view at Waverley on ARB sheet 3.6. On the elevation – like the façade is very much present on Hamilton but given that this building is so tall, its likely that we'll see some it from behind and so it seems like that back of the back-alley area is ignored. The building as it stands as its designed will – if we're trying to make that alley nice, it's definitely being ignored right now. I do like the PV panels. I think they actually add something architecturally that the building doesn't have right now. So, what that says, I don't know, that maybe that sort of break down of mass or texture is something to consider. Those are my comments.

Chair Furth: Thank you. I still like the idea that you have a two-story element along most of it. I agree with Osma that it looks better with a lid on. It looks better with the PV panels in place, at least in this drawing. I don't know what the street experience would be but it becomes a better-looking building I think. It also keeps the stair enclosure from sort of appearing detached in an unpleasant way. I'm really perplexed by the staircase. I know that in September I was complaining that we have other unsuccessful open staircases on parking garages which are wet when it rains and too hot when it's sunny and look like their (inaudible) as you walk down the sidewalk. I don't know what the answer is but smaller, lighter, less obtrusive I would be supportive of. I think that open is better. I don't know how you design the staircase to get that. I suspect you don't do a spiral the way we did over on what, Alma and…

Board Member Lew: The Joe Bellomo (inaudible).

Chair Furth: Yeah, Joe Bellomo's, but at least it was compact and the poetry is good. I think this has become too big and that there's a better solution that a skilled architect can figure out. I don't know what it is. I don't know how these vertical fins are going to look. I don't know if it's going to look like a City of quarts jail or if it's going to look differently. It is very vertical and just – you took a comb and you went like this and as we were talking I was thinking well what if it didn't just go like this? Maybe it becomes impossibly complex to design and execute and maintain but as it stands it looks oppressively linear, not at all playful. Garages are a problem, we all know this, we're a little embarrassed by them but they can be beautiful because they are big spaces. How high is the ceiling on the ground floor?

Ms. Michelle Wendler: The ceiling height underneath the beams is 8 ½-feet and then the beam pocket is about 2 ½-feet so in between beams it's taller. So, the story (inaudible)…

Chair Furth: If I'm walking through it, what do I experience?

Ms. Wendler: You'll experience every 18-feet there's a beam so in between it's about 11-feet and then it's 8 ½-feet where the beams occur.

Chair Furth: Ok.

Board Member Lew: Can I ask a question?

Chair Furth: Sure.

Board Member Lew: Can I ask a follow-up question about that? About the ceiling heights? There are – I'm thinking like Santa Row, the first-floor height of the garage, I think my recollection is that it's taller.
Ms. Wendler: The one that's up against Winchester?

Board Member Lew: Yes, or something like – I'm just thinking that that – I'm thinking that there are other garages where they've done a taller first floor to make it more open. Am I…

Ms. Wendler: (inaudible)

Board Member Lew: No, no, no.

Ms. Wendler: There's different – 11 ½ is the most normal…

Board Member Lew: Normal.

Ms. Wendler: …height we do. It's really about the ramp to get…

Board Member Lew: Right, the longer…

Ms. Wendler: When you raise it up you need a longer ramp to get to…

Board Member Lew: Do you have a – if you had a 16-foot ceiling, is it like a 1 to 20 ramp?

Ms. Wendler: The ramp we have now is about – is 18% on the main slope with blends top and bottom to get up the 11 ½-feet that we have now. So, it's (inaudible)(crosstalk).

Board Member Lew: Right so you'd have to increase – right but to go up to a 16-foot ceiling, you're going to have to increase the ramp somewhere like 40%...

Ms. Wendler: We need more length.

Board Member Lew: … a lot and probably like – probably doesn't work I would think.

Ms. Wendler: We would lose parking space to somehow do that to make a circulation. I'm not sure exactly how we would do it right now. Or the – yeah because it's going to cut into the retail space. There's so little floor plate left.

Board Member Thompson: So, what's the – is that bottomless structure, does that continue to the retail so that the retail height would be – if there was a drop ceiling, it would be about 8-feet?

Ms. Wendler: In the retail space we've been able to remove those beams so it goes all the way to the bottom of the slab which is about 11-feet.

Board Member Thompson: Ok, thanks.

Chair Furth: I guess I was thinking that I hope it's as high as we can make it because it has a big impact on the experience of walking through that space. I'm trying to think of garages I enjoy walking through and there are some. By the way, do you have a materials board that we could see?

Mr. Hayes: I thought – (inaudible) indicated you had it.

Board Member Gooyer: I've just got a couple more questions. Can I jump in or are you…

Chair Furth: Absolutely.

Board Member Gooyer: A couple of things and I – it's funny because I thought the same thing with the panels and I think the reality of it is it's the old adage about a building should have a base, a middle and top. This building seems to have a base and a middle and there's no top. It just sort of dies at the top and the panels I think create that. The other thing that I was thinking is I still think there needs to be some sort of a link, like I said, across there but I understand what you're talking about with the parking. So, my thought was the alley that is or the walkway, alley, whatever you want to call it, in between the existing neighbors like 48 or 84 and 85 and the At&t building. That alleyway basically -- what if that just continues straight down towards Hamilton? You know so basically, you're losing four parking spaces.

Mr. Hayes: Right, we were talk – but…

Ms. Boyd: It also (inaudible)(crosstalk)

Board Member Gooyer: I mean whatever but I mean that's still a whole lot less than – and you could do that on one floor, just that one.

Mr. Hayes: It's just the conflict with the ramp.

Ms. Boyd: Yeah, the ramp starts to go up…

Board Member Gooyer: Yeah but the…

Mr. Hayes: Everybody coming up and down the ramp.

Ms. Boyd: Yeah, there would be a conflict in elevation between the pedestrian, alley, and the ramp going up to the floors.

Board Member Gooyer: No – well, ok, I mean maybe it needs to jog – whatever, all I'm saying is if you do it in the middle of the building like that, you can get that and still not lose a whole row of parking.

Mr. Hayes: Correct. If we didn't have the ramp, it would be a lot easier. So, I do have…

Chair Furth: I don't know, those mechanical lifts are sounding better and better.

Mr. Hayes: There is a way through the building, right?

Board Member Gooyer: Let me ask one other question seeing though this is somewhat of a – we have 130,000-square foot building here and we've got 2,000-square feet of retail space. How – I mean I don't know, retail space in parking structures to me have always been sort of used to hide as you're walking

past. I mean seeing as though do we really need the extra 2,000-square feet or would we be better having another ten parking spaces?

Ms. French: That's per the Council.

Ms. Boyd: Yeah so Council directed us to include the retail on the Waverley frontage.

Board Member Gooyer: What, supposedly like gosh, we're hiding the parking structure behind this 2,000-square foot of retail space? Come on. You know you've got a four-story building with…

Mr. Hayes: I actually think it's about just the retail continuity for the experience along Waverley, the sidewalk.

Chair Furth: We actually have quite successful retail in a parking garage over on Lytton.

Board Member Gooyer: I don't know for that 2,000 to 130,000 ratio it seems kind of -- ok.

Chair Furth: Well, let's see if we get some coherent direction or at least clues. Yes, go ahead Commissioner…

Board Member Thompson: Sorry, I just had some follow up comments after look at the material board…

Chair Furth: Oh, yes, please, from everybody.

Board Member Thompson: …and I have one question. For the perforated metal panel, in the material board there's a pressed in image from the De Young Museum and then there's that metal sample. So, they are quite different so which one – is it going to be the metal – the silver with the different circles?

Mr. Hayes: No, actually the drawings indicate that it's a bronze colored perforated metal. However, there's been a discussion with the Art Commission and the artist that's Amy Landsburg, she would like to be able to use this mesh as her backdrop for the public art.

Chair Furth: Which mesh?

Mr. Hayes: So, we wanted to come before you today without the public art, we don't know what it is yet exactly, but if this notion of the perforated metal on that stair tower is not something that you think is supportable because it's too overbearing, then we're going to need to rethink that. I was not proposing the clean anodized finish. We are proposing a finish that is more consistent I think with the historical context in terms of color. I also think the metal fins in terms of color is where I was relating to the historical context. Not in terms of the material or the shape of the metal fin, it's the color.

Board Member Thompson: So, in light of that, the – I mean I did also note here that the N1 channel color as you have it on there appears to me far too dark but perhaps there's a way that it can be reintegrated. That might be more convincing. I find that what the De Young president where they had an image that they water jet cut over a bunch of metal panels. That's very successful and that's not communicated in your drawings. In your drawings, it looks like a big wall but when it has that level of complexity it becomes really exciting. I would almost say like that level of – depending on how you work with your artist, instead of using the metal fins, that would be really exciting to have across the whole garage depending on how you do it.

Mr. Hayes: That was one of the options that we had in September…

Board Member Thompson: Ok.

Mr. Hayes: … but thank you.

Chair Furth: Our thinking is evolving.

Board Member Thompson: I think it's a matter of representation because I didn't read that off of this but once I looked at your material board, that's instantly already way more exciting in terms of a prospect for down here.

Mr. Hayes: Thank you.

Chair Furth: Let's see if we can get some clarity. So, on the site plan, we have three people who would support an increased setback on Hamilton. Everybody but Osma, is that right?

Board Member Gooyer: Yeah.

Board Member Thompson: I can support that as well.

Chair Furth: Ok which is a very difficult design issue but we think it's important. In terms of any direction, we want to give on pedestrian access through the building? Just figure it out. We think it's important.

Board Member Gooyer: I still think there needs to be some link from Hamilton to across, yeah.

Chair Furth: From – essentially from Gilman back to CVS. That it is a good one, looks good, safe, inviting, people want to do it. We would like as high as a ceiling on the ground floor as possible – as feasible to make it a better pedestrian experience.

Board Member Gooyer: The other possibility is instead of the actual slab being different is the framing being different so you don't end up with a 3 ½-inch deep beam but you have either more beams or a space closer together. That way the – the biggest thing is when you're looking down you perceive the 8 ½-foot level, not the ceiling. So, if we could change that 8 ½ to 10-feet and have the framing much more tighter increment it would make it visually look a whole lot taller. Even if it's just for a certain portion or a certain bay…

Chair Furth: Even just to highlight the pedestrian way.

Board Member Gooyer: …which would be the one where you walk through. You can keep the other framing the way it is.

Chair Furth: I'm sure that made sense to the technically skilled. We want the perception of height.

Mr. Hayes: So, going through the garage is an option in your mind for this pedestrian pathway? It doesn't have to be something that opens to the sky?

Board Member Gooyer: Right. No, no, no, I agree. Right…

Chair Furth: Yes.

Board Member Gooyer: … it just has to be something and that's why I was thinking in between that one set of bays that I mentioned. If you change the framing just for that first floor, it's not going to be radically different but then it will – the perception – if you get that up to 10-feet, I don't think anyone would have a problem -- and it's well lite -- walking through that garage area. Obviously, it's not the full length, it's only the (crosstalk) – right.

Chair Furth: I think – we all think it could be on the first floor of the garage, is that correct? A pedestrian through way and I think the point that we're trying to make is that it should be attractive, it should feel

safe and it shouldn't feel like an afterthought. It should feel like something you designed in from the beginning so you don't (crosstalk) just think you're…

Board Member Gooyer: (inaudible) not dodging…

Chair Furth: … doing something you shouldn't be doing.

Mr. Hayes: So, straight.

Chair Furth: Ok what else can we agree on? What do we think about the staircase? Opened? Closed? Covered? Somewhere else entirely?

Board Member Gooyer: I don't really care if it's opened or closed. I just think its to dominate right on the corner.

Chair Furth: What would you do with it?

Board Member Gooyer: I don't know I'm not the architect.

Chair Furth: I understand that. You mean it shouldn't be on – you're saying you don't like the corner as a location for the staircase?

Board Member Gooyer: No, no, no the location is fine. All I'm saying is I don't like the massive bulk of it.

Chair Furth: It's too big.

Board Member Gooyer: That's why if you get rid of the screen around it, it automatically reduces the volumetric bulk of it.

Board Member Lew: Can I ask a question for Ken? The volume of the perforated screen is larger than the staircase.

Mr. Hayes: That's correct.

Board Member Lew: So, you have extra space in there.

Mr. Hayes: (inaudible), there's extra space there.

Board Member Lew: You've obviously done that for a reason so I was wondering if you could explain the rationale?

Mr. Hayes: We wanted it to feel like you were actually in a space when you duck under that volume and you sort of – I'm not going to say it's a celebration but you've got this larger space that you're looking up into which could be quite interesting. As opposed to it just enclosing what's required for the stair (inaudible).

Board Member Gooyer: Would it be worth any – even in something like that having the first floor at the same footprint that you have now and then it tapers inward or something? Then it has a perception of reduction of volume?

Mr. Hayes: Yeah, I would have to – we'd have to study it.

Board Member Gooyer: I'm just saying if the (crosstalk) – then still it gives what I'm more interested in as a step back effect.

Mr. Hayes: Right.

Board Member Gooyer: Even if it's the screen that does the stepping back, it still has that…

Mr. Hayes: Right because right now it's about 20-something feet back from the façade on Waverley but it's not nearly that far back from the other side. Yeah so if we turn it…

Chair Furth: What's the top? Is it open to the sky?

Mr. Hayes: No, no, it's enclosed. We had a skylight up there originally but I think from a cost standpoint that's been illuminated.

Chair Furth: So, what is it?

Mr. Hayes: It's just a solid roof.

Chair Furth: So, it's going to be dark?
Mr. Hayes: Well, no so this perforated – it's going to have this perforated membrane around it so it's going to feel light and at night will glow. Oh, that may not be a good thing.

Chair Furth: Ok.

Mr. Hayes: If there was this wonderful way to create a design in the perforated panel, it could be really exciting.

Chair Furth: If you make it fabulously beautiful we'll probably say yes. We have been talking about the fact that seeing the art – public art as something that comes late in the process is really unfortunate and of course, it's impossible to make everything happen at once. I think that in this case particularly it may be really important. Do we have any consensus on the stairway and its treatment or stairwell and the treatment, Alex?

Board Member Lew: I would just – I think Ken is very talented and I think he hears that we think it may be too big so I would just think – yeah, show us some options and we'll see. If there are any conceptual sketches from the artist by the next meeting, I think that – usually the Board here can make the leap. We did that for the Junior Museum and I think we asked for – at the very end of the project we sort of asked for it to come back to the Board just because they weren't sure where the art was exactly going to be placed. Then they came up with a sketch and I think everybody was happy with it.

Mr. Hayes: Ok.

Board Member Lew: I think I'm fine with the staircase conceptually.

Board Member Thompson: I think if you're going to use the material in the way that we've discussed and make it fabulously beautiful with the perforation and with the artist. I think the next time you show this to us it might be worst considering the representation so that…

Mr. Hayes: Absolutely.

Board Member Thompson: … we actually see what you're designing instead of a big old block.

Mr. Hayes: Well, this was just massing. We weren't asking for approval today. Thank you for the comment.

Board Member Thompson: Sure.

Chair Furth: Do we have comments on the trash enclosure issue? We have requests from the neighbors, we have proposals from the City so do we have any guidance we want to give?

Board Member Lew: I know this is a tricky one. I've done some historical analysis of the site and so it seemed like the parking was added later. There's never been an official alley behind Prolific Oven or Thai Pan so it's sort of like a defector alley. I would say we would normally require the trash enclosures to be inside on their own property and it's not – why are we giving them a freebie garbage space inside the garage because then everybody is going to want one? So, it seems to me difficult because the – because we don't really have necessarily a trigger until they start to do a project. Once they start doing a project – and I've seen this – I think they've seen the sign out there from the Toy and Sports World but then we can require it inside. It seems to me if the buildings are staying as is then I think it kind of makes sense for the City to have space in the garage. I don't think we need to have two. I think we do have other restaurants that do transport their garbage elsewhere. I think Ken, you had mentioned that the Mills Florist site and that the garage is not on the property so it happens. It's not ideal, it's not desirable but it happens. So, I'm thinking long term and what is the right decision for a long period of time? It seems to me short term I could live with any – I could probably live with any solution so yeah, Robert?

Board Member Gooyer: Yeah, no, I was going to say the same thing. I think this is the City being a nice guy and providing that. I agree that they could just say you've had a real – you've been real lucky for the last whatever umpteen years and now you're going to have to do what everybody else has to do. So, I agree that anything that fits within the criteria of the project is ok.

Board Member Thompson: I think – I mean I agree that may be providing the trash enclosure isn't the solution but I do think that loading is important and giving them the access that they need in order to function is important. Maybe that is a closer analysis on how they currently – what their current inner workings are in terms of trash and it's just a matter – I do think that corner needs reconfiguration in general. I do think it works as it stands.

Chair Furth: I would say that essentially, it's good for the City to accommodate this need. I'm sure that they'll listen to the potential future users and thinking about how and where it should be designed. This is valuable space and how the City wants to use it is essentially its choice. I look forward to seeing what came be done and I look forward to hearing about what – how these – when this is construction, how the FOG removal can be handled in a reasonable way. Yes?

Board Member Lew: Can Staff provide a – maybe transportation can provide a – what do you call that? A truck turning diagram for getting – for the Apple Store because I've seen trucks behind there. Oh, maybe it's already in the packet. Ok, I missed it.

Ms. Boyd: Its included in the packet on the last page.

Mr. Hayes: The last page.

Board Member Lew: Awe, that's why I didn't see it.

Ms. Boyd: This is the green waste garbage truck.

Chair Furth: (Inaudible) before you got there.

Board Member Lew: Ok so you're saying it works.

Chair Furth: Where is it?

Board Member Gooyer: Where is it?

Ms. Boyd: Very last page.

Board Member Lew: Last page.

Chair Furth: The last page I have is a bunch of cuts. Oh, there it is.

Board Member Lew: Thank you for that and that's taking into account all the trash enclosures?

Ms. Boyd: That's modeled for green waste – the garbage collector – the hauler the City uses. Their garbage trucks.

Board Member Lew: Awe, ok.

Board Member Gooyer: I think that's fine.

Board Member Lew: I was actually thinking of the – I've seen delivery trucks bringing stuff to the Apple Store and then they double park in the alley so I was just trying to figure out…

Chair Furth: There's a lot of double parking in that alley.

Board Member Lew: Yeah so, I was just trying (crosstalk)(inaudible)

Chair Furth: (inaudible)

Board Member Lew: Ok but a truck can actually get through there. Although it's…

Chair Furth: It's very tight.

Board Member Lew: Yeah, ok, thank you.

Chair Furth: Any comments on landscaping before we go?

Board Member Lew: I don't think it works in the pedestrian walkway area on the north side.

Board Member Gooyer: It's too dark.

Board Member Thompson: It could just be a different landscape that's required there.

Chair Furth: Ok so we're unconvinced but – excuse me – would you like to respond?

Mr. Hayes: No, I missed Alex's comment. You don't favor the trash opening?

Board Member Lew: How do you – on the pedestrian walkway area for all the plants that are in the shade of the building on the north side, have you had discussions about how…

Chair Furth: Are we going to have grow lights?

Board Member Lew: …viable they are? Then…

Mr. Hayes: The landscape architect with Merrill and Morris, John Potis, who couldn't make it today. I'd like him to address that (crosstalk) (inaudible)

Board Member Gooyer: (inaudible)

Chair Furth: We're talking about rethinking that whole thing.

Board Member Gooyer: To accommodate that extra seven feet?

Chair Furth: Yep, we are.

Board Member Gooyer: So, that means that area – that alley is going to get a lot narrower…

Chair Furth: I think our point is…

Board Member Lew: Well, not necessarily.

Board Member Gooyer: … (inaudible) a lot.

Board Member Lew: Well, no, I think there are two issues. I mean there's the (inaudible) walkway and the other issue is the setback. You could make a garage smaller and lose spaces. You could make the garage smaller and add motorcycle parking. There are other…

Board Member Gooyer: Yeah but I mean making – shrinking the width of that garage by 7-feet.
Chair Furth: We've given them a project.

Board Member Gooyer: Ok.

Board Member Lew: I'm not – this – there's a 7-foot special setback and they're encroaching 5-feet into it and that's not to say that they couldn't…

Mr. Hayes: We're actually going all the way.

Ms. French: The columns go all the way to the property line.

Board Member Lew: Ah, so I think I read the 5-feet somewhere in the…

Mr. Hayes: You did.

Board Member Lew: I would say we have other buildings Downtown, you've done some of them, that have encroached a little bit; like 278 encroaches…

Mr. Hayes: 278 is the only building on that entire block of Bryant that encroaches and we have a display window as you're walking down the sidewalk towards (inaudible)(crosstalk)

Chair Furth: For the benefit for those of us who can't remember all the addresses, which is 278?

Mr. Hayes: That's Keen Shoes.

Chair Furth: Got it.

Board Member Lew: So, Bryant and University and so sometimes it can work. My take on it…

Mr. Hayes: At 240 we actually set the first floor back…

Board Member Lew: Back, yes.

Mr. Hayes: …so that you have the wide sidewalk but the upper floors did not respect the setback and we got a variance for that.

Chair Furth: If this were not being coupled with a rezoning, this would be a variance full application and instead the City is proposing to change the Public Facilities District Standards. I think you've heard the

aesthetic comments. Public art may save us all. We do not like this extent of encroachment into a built setback on a big street and we don't think that the landscaping as proposed on the dark side of the building is likely to flourish. We think that the -- well, the staircase may or may not be terrific but I think you've heard all our thoughts on that. You've got Board Member Baltay's thoughts in his letter which I'm sure will be shaped also by the hearing today; anything else before we quit? Thank you all for indulging us in a rather freeform discussion. I think we want this project – it's a big project. The City is sitting here in three different – at least three different aspects, it's the client, it's the Staff, and it's the reviewing Board. We have had good participation from the public which we appreciate. We look forward to seeing you again.

Board Member Lew: We need to make a motion.

Chair Furth: So, you want us to continue this to a date certain or to a date uncertain?

Ms. French: It can be to a date uncertain. That's fine because we have – we're going to re-advertise anyways.

Chair Furth: Would somebody make a motion?

MOTION

Board Member Lew: I will make a motion that we continue this item to a date uncertain.

Chair Furth: Is there a second?

Board Member Gooyer: Second.

Chair Furth: Robert seconds. All in favor? Opposed? None.

MOTION PASSES WITH A VOTE OF 4-0 WITH VICE CHAIR BALTAY ABSENT

Architectural Review Board
Staff Report (ID # 8776)

Report Type: Action Items **Meeting Date:** 2/15/2018

Summary Title: 375 Hamilton Downtown Parking Garage (1st Formal)

Title: PUBLIC HEARING/QUASI-JUDICIAL. 375 Hamilton Avenue [17PLN-00360]: Consideration of an Architectural Review Application for a Five-Level, Nearly 50-Foot Tall Parking Structure, With One Below Grade Parking Level Providing 338 Public Parking Spaces. Environmental Assessment: A Draft Environmental Impact Report is Being Prepared for Publication in Late February 2018 for a 45-Day Public Comment Period. Zone District: PF; Public Facilities. For More Information Contact Chief Planning Official Amy French at amy.french@cityofpaloalto.org.

From: Hillary Gitelman

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

1. Provide comments on the project plans, hear public testimony regarding the Draft Environmental Impact Report, provide comments on the design, and continue the hearing to April 19, 2018.

Report Summary
This report is to support the first ARB review of the formal application for the proposed Palo Alto Downtown Parking Garage at 375 Hamilton Avenue, currently in use as a public parking lot. Environmental review of the project, in accordance with the California Environmental Quality Act (CEQA), is underway. The Draft Environmental Impact Report (DEIR) is scheduled to be published in late February for a 45-day public comment period.

In 2017:

- City Council determined the number of parking spaces for the public garage, and established the direction for a Public Facilities (PF) zoning code text amendment, and

City of Palo Alto
Planning & Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301
(650) 329-2442

- The Planning and Transportation Commission (PTC) held an EIR scoping session.

More recently, on January 22, 2018, Council briefly discussed the potential for the use of mechanical lifts for the Downtown Parking Garage; mechanical lifts are now under consideration in response to Council's request to study their use in public parking garages.

On January 31, 2018, the PTC reviewed the proposed modifications to the Public Facilities (PF) Development Standards and recommended approval. The PTC did not provide comments specific to the Public Safety Building Project Draft EIR, which includes analysis of the proposed PF zoning code text amendment.

The report for the second ARB meeting will provide a recommendation and complete Architectural Review (AR) findings and approval conditions in a draft Record of Land Use Action for ARB consideration. Comprehensive Plan Policies relevant to the project are cited in Attachment D, and code-required Architectural Review Findings are provided in Attachment E. Project approval by the City Council would be based upon AR findings following Council action on a Final EIR, as well as Council action on an ordinance containing the proposed PF zoning changes.

Background

Project Information

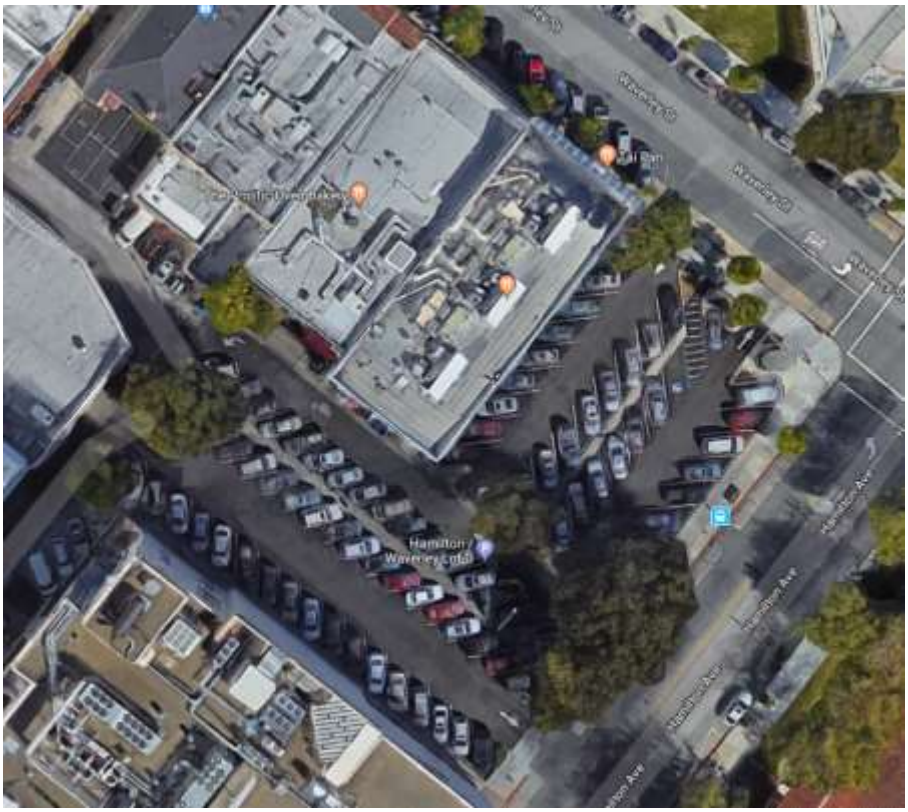
Owner:	City of Palo Alto
Architect:	Watry Design, Inc.
Representative:	Holly Boyd, Public Works Senior Engineer, Project Manager
Legal Counsel:	City Attorney's Office

Property Information

Address:	375 Hamilton Avenue
Neighborhood:	Downtown Business District
Lot Dimensions & Area:	L-shaped lot; 29,200 square feet (sq.ft.) of surface parking lot area (concept plans note 29,164 sq.ft. site)
Housing Inventory Site:	No
Located w/in a Plume:	No
Protected/Heritage Trees:	Yes
Historic Resource(s):	Subject property (parking lot) is non-historic; (1) Across Hamilton Av. is 380 Hamilton, the US Post Office, a Category 1 and National Registered resource. Register Form, Inventory Form, and a photo are provided as Attachment B; (2) Adjacent site 526 Waverley St. is a Category 3 Local resource that was modified following HRB/ARB review in February 1998 (new second story fenestration, new rear exit door, and elevator penthouse); a restoration and category upgrade is proposed; and (3) 510 Waverley is a Category 2 Local resource.

Existing Improvement(s):	The site is surfaced with asphalt and trees (some protected oak trees) in planters striped for use a public parking lot
Existing Land Use(s):	Public Facilities - Surface parking lot
Special Setbacks:	7 feet Along Hamilton Avenue

Aerial View of Property:



Source: Google

Land Use Designation & Applicable Plans

Zoning Designation:	Public Facilities (PF)
Comp. Plan Designation:	Regional Community Commercial
Context-Based Design Criteria:	Context Based Criteria are not contained in PF regulations
Downtown Urban Design Guide:	The project is within the Hamilton Avenue District as described in the Downtown Urban Design Guide. Adjacent properties establishing the context include: • 345 Hamilton Avenue, a building constructed in 1958 and occupied by AT&T and Excel Aviation; • 526 Waverley Street, a building constructed in 1928, and Category 3 historic resource most recently occupied by retail use (Palo Alto Sport Shop and Toy World) which is now proposed to be restored to 1928 conditions with a request to upgrade to Category 2; • 550-552 Waverley Street, a building occupied by the Prolific Oven

	retail bakery and Day One retail store; and • 558-560 Waverley Street, a two-story building constructed in 1938, housing the Tai Pan Restaurant on the ground floor and office space on the second floor.
SOFA II CAP:	NA
Baylands Master Plan:	NA
ECR Guidelines ('76/'02):	NA
Proximity to Residential Uses or Districts (150'):	Not within 150 feet of residential uses or district
Located w/in the Airport Influence Area:	NA

Prior City Reviews & Action

City Council:	**December 2016**: Council directed cost and impacts analysis and directed staff to proceed with design and environmental review. The Council staff report is viewable here: http://www.cityofpaloalto.org/civicax/filebank/documents/55028 **April 11, 2017**: Council provided direction on legislative approach. The Council staff report is viewable here: http://www.cityofpaloalto.org/civicax/filebank/documents/56784 The video of the Council meeting is viewable here: http://midpenmedia.org/city-council-123/ Council meeting minutes are viewable here: http://www.cityofpaloalto.org/civicax/filebank/documents/57557
PTC:	**May 31, 2017**: Scoping Meeting The staff report is viewable here: https://www.cityofpaloalto.org/civicax/filebank/documents/57978 The video of the Council meeting is viewable here: http://midpenmedia.org/planning-transportation-commission-49/ Council meeting minutes are viewable here: http://www.cityofpaloalto.org/civicax/filebank/documents/58628 January 31, 2018: PF Zoning Review The staff report is viewable here: https://www.cityofpaloalto.org/gov/boards/ptc/default.asp PTC minutes will be provided to the ARB prior to the hearing
HRB:	**August 24, 2017**: Preliminary Review. The staff report is viewable here: http://www.cityofpaloalto.org/civicax/filebank/documents/59211 The video of the HRB meeting is viewable here: http://midpenmedia.org/historic-resources-board-42/ HRB meeting minutes are viewable here: https://www.cityofpaloalto.org/civicax/filebank/documents/62562

ARB:	**September 7, 2017**: Study Session. The staff report is viewable here: https://www.cityofpaloalto.org/civicax/filebank/documents/61802 The video of the ARB meeting is viewable here: http://midpenmedia.org/architectural-review-board-69/ ARB meeting minutes are viewable here: https://www.cityofpaloalto.org/civicax/filebank/documents/61857

Project Description

The project is the construction of a new parking garage at 375 Hamilton Avenue (indicated on site context map, Attachment A) to provide 338 automobile spaces (337 spaces plus 1 space serving 550 Waverley Street) and a 2,188 square foot retail space at 375 Hamilton Avenue. The garage would maximize the number of standard parking spaces per Council direction, while providing limited ground floor retail space fronting Waverley Street. The structure would contain five parking levels above ground and one parking level below ground. The project objectives, as described in the DEIR, are as follows:

1. To increase the number of parking spaces within the downtown to maximize the accessibility and convenience to downtown visitors and workers
2. To provide a parking structure that includes neighborhood-serving retail and street frontage to contribute to the economic vitality of the downtown and the City
3. To provide a parking structure that incorporates a pedestrian- and bike-friendly layout
4. To provide a parking structure that is visually appealing and compatible with the Downtown character and nearby historic buildings.

The architect's project description (Attachment B) provides an overview, concept statements, and descriptions of materials, site development and landscape design intent for the project site. The DEIR provides a project description as well, and application information is available online at https://paloalto.buildingeye.com/planning (instructions are provided in report Attachment F). For easily accessible project information, including the DEIR, please see the Public Works Department webpage, entitled 'Downtown Parking Garage': http://www.cityofpaloalto.org/downtowngarage. Hardcopy plans are provided to the ARB and the designs are viewable on the City's webpages as indicated in Attachment F.

Requested Entitlements, Findings and Purview:

The following discretionary applications are being requested:

- Architectural Review – Major (AR): The process for evaluating this type of application is set forth in Palo Alto Municipal Code (PAMC) 18.77.070. AR applications are reviewed by the ARB and recommendations are forwarded to the Planning & Community Environment Director for action or may be forwarded to City Council for action, which is the case for this project. AR projects are evaluated against specific findings. All findings must be made in the affirmative to approve the project. Failure to make any one finding requires project redesign or denial. The findings to approve an AR application as set forth in PAMC Chapter 18.76 are provided in Attachment E.

- Zoning Amendment: The Council is requested to amend the development standards for the Public Facilities (PF) Zone District for parking garages and Essential Facilities in Downtown and California Avenue Business Districts, to allow the parking garage above and below grade to encroach into the 20 foot street yard setbacks and 10-foot interior setback, and to allow greater height and floor area than otherwise allowed by PF zone development standards. Because the PF development standards include reference to special setbacks, amendments to the PF zone will also allow for Council approval of the requested encroachment into special setback along Hamilton Avenue. Special setbacks described in PAMC Chapter 20.08 are reflected on the associated special setback map, and encroachments into special setbacks are allowable by Variance approval, as set forth in PAMC Chapter 18.76. The PTC held a public hearing and recommended the proposed amendment on January 31, 2018.

Zoning Issues

The zoning compliance table (Attachment C) provides a summary of requested exceptions to the PF Zone development standards and special setback on Hamilton Avenue. The proposed legislative changes to the PF Zone development standards are intended to address these exceptions, as described later in this report.

Analysis[1]

Preliminary ARB Review Feedback

ARB meeting minutes from the September 7, 2017 Preliminary Review of the project are provided via this link: https://www.cityofpaloalto.org/civicax/filebank/documents/61857. The ARB's comments during the Preliminary Review are not binding. The minutes reflect that staff transmitted a verbal summary of the HRB's review of the preliminary designs on August 24, 2017.

The ARB meeting minutes reflect that questions about the adjacent AT&T building and Episcopal Church were answered during the preliminary review. Additionally, a board member asked about how owners of the Waverley address properties would access Lane 21 for service and use trash bins. The project manager from Public Works noted that the garage will have a parking way finding system to help guide people to open spaces so they will be able to tell on each floor which spaces are available. The plan set sheet ARB 6.1 provides images of the parking guidance system, as well as refuse and delivery vehicle turning arcs. An ARB member asked if the 10-foot pedestrian alley could be reduced to five feet in order to increase the setback along Hamilton, to consider creating a 'micro plaza', noting a missed opportunity to connect pedestrians to Hamilton Avenue. The ARB member also stated that the Church across

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

Waverly doesn't seem to have been considered and noted that the stair tower on the corner is an opportunity for an enclosed vertical space. The applicant has taken the comments into consideration.

Replacement Trees and Landscape Plan

The Landscape Plan shown on plan sheet ARB 4.1, Landscape Schematic Plan, reflects the tree and shrub sizes, quantity and species. Plan sheet ARB 4.2, Materials and Plant Selections, provides images of the selected trees, vines shrubs and perennials. The project includes removal of one protected tree, a mature Coast Live Oak, and six other 'non-protected' trees on the property at 375 Hamilton Avenue. The Draft EIR contains a mitigation measure requiring the planting of three native oaks "on site" – in the Hamilton Avenue right of way – to compensate for the removal of the one protected oak tree. The CEQA mitigation measure for the loss of the one protected oak has been reviewed by the City's Urban Forester.

Though not a CEQA impact, the removal of six other "regulated" trees from the site also requires replacement on site or within a defined radius of one-half mile to ensure "no net loss" of tree canopy, in accordance with the Urban Forest Master Plan (policy 1G, page 142). Compliance with this policy can be achieved via planting several additional trees on Waverley Street. In addition to the three oaks on Hamilton, the existing Gingko street trees on Waverley will be protected (while the Gingko on Hamilton will be removed), another street tree is proposed near the ATT building, and three columnar Gingko trees are proposed in the pedestrian alley behind the Waverley Street-facing buildings. It appears there is room for a few additional street trees on Waverley Street; the trees would need to be companionable to the existing Gingko trees. Discussion of additional right of way plantings, and the potential for tree plantings (in addition to the low growing (2' tall) Yarrow) on the Lane 21 side will be included in the second staff report for formal ARB review. Staff notes that the image on sheet ARB 3.8 entitled "Eye Height View of Alley from Lane 21" reflects an absence of tall greenery; whether trees can be accommodated to enliven the alley or installation of vines with the post and stainless steel wire system with green screen will be explored in the coming weeks prior to the ARB's second formal hearing of the project. Standard approval conditions will be included in the draft RLUA regarding replacement of the non-protected trees. The table 3-1 Tree Canopy Replacement Standard is provided on the following page, for reference.

C. Size and Number

Often it is not possible to replace a large, older tree with a single equivalent tree. In such cases, the following tree canopy replacement ratio shall be used:

TABLE 3-1

Tree Canopy - Replacement Standard

COLUMN 1	COLUMN 2	COLUMN 3
Canopy of the Removed Tree (Avg. dist. across the canopy*)	Replacement Trees	Alternative Tree
4'-9'	Two 24" Box Size (minimum)	One 36" Box Size
10'-27'	Three 24" Box Size	Two 36" Box Size
28'-40'	Four 24" Box Size	Two 48" Box Size
40'-56'	Six 24" Box Size	Two 48" Box & Two 36" Box Size
56'-60'	Two 24" Box & Two 36" Box + Two 48" Box Size	**
60'+	**	**

*Add half of the difference between the two to the narrowest measurement for the average canopy.
** Replace the tree with a combination of both Tree Canopy and Tree Value Standards.

Note: Basis of this table is determined by the growth of one 24" box size tree, growing at a rate equivalent to 9 feet of canopy over the course of ten years.

Design, Height, Shadow Studies and Lighting

The garage design includes substantially open sides to provide natural ventilation for all levels except the basement level, which is mechanically ventilated. The façade features a two-story base supporting the upper floors of the garage. The base's rhythm relates to the arcade of the adjacent post office and creates areas for bench seating along Hamilton, and entries into the retail space along Waverley. The base of the building also assists in the transition to the two-story, commercial buildings along Waverley Street.

The height of the parking structure is proposed to be 49'-10" to the top of rail on the fifth level parking deck, 58'6" to the top of the PV structure, and 67 feet to the top of the elevator penthouse. The height of the AT&T building at 75 feet serves as a backdrop to the proposed building. The height of the corner staircase enclosure appears to be slightly lower than 58 feet. The plan set includes shadow studies, photometric plans, exterior nighttime lighting perspectives and luminaire cut sheets. The architect's design statement regarding the building's integration into the Downtown context is provided as Attachment B.

Parking, EV and PV

The plans provide a 'parking stall summation chart'. A total of 338 spaces provided for automobile parking would include eight accessible spaces, 86 electric (EV) vehicle charging stalls (19 of which will be installed initially), nine stalls serving the proposed retail space, and

one stall serving 550 Waverley. A long-term bike storage room is proposed at Hamilton Avenue near the driveway. Short term bicycle storage is proposed at the sidewalk near the retail space. The building will be designed with infrastructure to allow for the future installation of photovoltaic (PV) panels mounted on a structure above the top parking deck.

Setbacks and Service to Waverley Street Buildings

The proposed building would extend to the property line at the Hamilton Avenue and Waverley Street edges as well as the interior side lot line shared with the AT&T building. The line of the building's structure encroaches five feet into the street setbacks. However, the architectural cladding/finishes, benches and planters will encroach to the property lines along these streets. A ground floor retail space is proposed to front Waverley Street. The building would be set back 10 feet from the north property line, shared with 560 Waverley, with openings to allow natural ventilation into the parking garage, and light to reach the existing windows at 560 Waverley.

The existing parking lot serves restaurant and retail uses along Waverley Street and provides rear-entry parking to the CVS Pharmacy to the west (352 University Avenue) via Lane 21. In order to maintain access for utilities, services and secondary means of egress for the existing buildings fronting on Waverley Street, the garage would be set back sixteen feet from the shared property line at this location.

Automobile Circulation

The primary site ingress/egress is proposed on Hamilton Avenue near the south corner of the lot. A secondary vehicular exit is proposed at Lane 21. Ingress to the garage from Lane 21 would only be permitted in the event that the Hamilton Avenue access is restricted. Vehicle access will be restricted in the new alley to service vehicles. The alley will be enhanced with architectural paving, new planting, benches and lighting. Vehicle access will be restricted in the new alley to service vehicles.

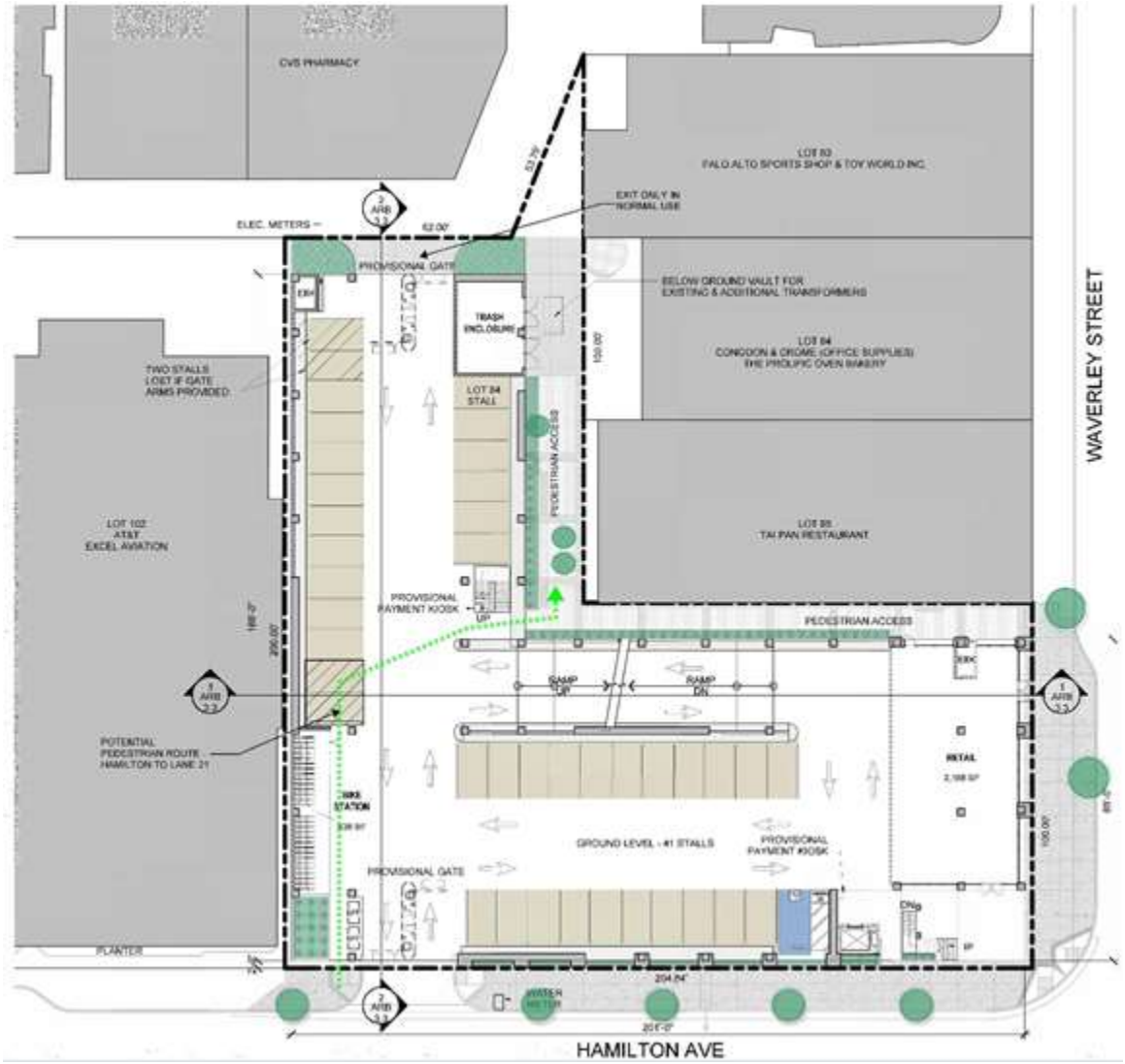
Pedestrian Wayfinding

The proposed separation between the new garage and building at 560 Waverley would create an opportunity for a pedestrian walkway, focused on and leading to the secondary stair and vertical circulation elements. The pedestrian alley would provide a visual connection to All Saints Episcopal Church, and would be visually enhanced with architectural paving, plantings, benches and decorative lighting features. Plan sheet ARB 2.1 reflects a 'potential pedestrian route from Hamilton Avenue to Lane 21' as a green dashed line. Further development of this route may be described at the ARB hearing.

Sidewalks would be widened on Hamilton Avenue and Waverley Street to create a safer and more inviting pedestrian route and experience. The increased sidewalks would work in conjunction with road improvements on Hamilton Avenue with the removal of the current mailbox island, and improvement of the pedestrian crossing point at the junction with Waverley Street.

The primary stair and elevator circulation features are located at the corner of Waverley Street and Hamilton Avenue. Pedestrian way finding is an important aspect of garage navigation. At this street corner, a pedestrian court will provide access to the stair and elevator, as well as an entrance to the proposed Waverley Street ground floor retail space.

A pedestrian entrance route is proposed from Hamilton Avenue to the bike storage area; this route is intended to discourage pedestrians and cyclists from using the entrance drive aisle. There is the opportunity to further extend this pedestrian route for those wishing to pass through the building from Hamilton Avenue on route to the alley way and Lane 21.



Trash/Recycling Facility

A common refuse storage room is proposed at Lane 21 to serve the new retail space on the project site and the Waverley-fronting businesses and the proposed new retail space.

Materials, Colors, and Construction Method

The primary construction material is poured in place concrete columns, slabs and walls. The two-story base on street-facing elevations would be formed of sandblasted concrete in a natural color, similar to All Saints Church, with subtle details used to define the corners and architrave of the building.

Metal flat bars painted a dark bronze color are proposed to infill the first floor openings and create screening for pedestrians. Metalwork would continue on the runs and landings of the stair, which is intended to celebrate the metalwork found in the post office and other Spanish revival buildings. A perforated metal scrim designed to allow the transmission of interior light as a "lantern", would wrap the main corner stair and assist wayfinding. This element could also be the focus of the public art program for the building. Metal fins would wrap the upper stories in panels outlined by metal channels that would define the cornice of the building at the upper story. The fins would serve to create a body to the building while providing the required garage ventilation. The fin color is intended to be reminiscent of the terracotta colors found in the downtown.

Public Art

The Public Art Commission recently approved Amy Landesberg as the project artist. Potential locations for the integration of public art have been identified on the building. These locations are the shear wall element facing Hamilton Avenue and the stair cladding at the corner of Hamilton Avenue and Waverley Street.

PF Zoning Text Amendments

As noted, the PTC recommended Council approval of the proposed PF zone text amendment on January 31, 2018. Approval of the PF text changes allow for Council approval of this project. In the PF district, the minimum front, side, and rear yards: "shall be equal to the respective front, side, and rear yards required in the most restrictive abutting district; provided, that no yard adjoining a street shall be less than 20 feet and that no interior yard shall be less than 10 feet". Encroachments, both above and below grade are as indicated on Attachment C. The PF zoning development standards set forth a 20 foot street setback requirement and a reference special setback; in this case, the seven foot special setback along Hamilton Avenue established on the special setbacks map per PAMC Chapter 20.08 is less than the 20-foot street setback identified on the PF development standards table. With the anticipated Council approval of the PF zoning code modification, the proposed project would comply with all applicable codes.

Downtown Urban Design Guide and Comprehensive Plan Policies[2]

Council adopted the new Comprehensive Plan (Plan) in late 2017. The Plan can be viewed here: https://www.cityofpaloalto.org/civicax/filebank/documents/62915 The Plan policies relevant to the project (and relevance thereto) will be cited in a Draft Record of Land Use Action for the second ARB report. The Downtown Urban Design Guide (Guide) is a Council-approved tool to accomplish Plan goals. The Plan mentions the Guide: "Downtown Urban Design Guide: 1994 City Council approved document intended to provide a framework for the design of buildings and public spaces in Downtown Palo Alto; provisions are advisory". The Guide policies are noted in the draft EIR for the project, and were referenced in the Preliminary Review report to the ARB, and below.

The Guide was intended to serve as a master plan to guide public improvements and art in public spaces. The Guide recognizes that parking is a crucial element to the success of a downtown commercial area. The Guide includes a guideline to develop a master sign program to improve directional signage to public parking to increase the ease of locating and using the parking lots. The Guide identifies the project site as within the Hamilton Avenue District. The Hamilton Avenue District Goals are as follows:

- 'Promote Hamilton Avenue as an active mixed use district which comfortably accommodates larger scale commercial office, civic and institutional buildings.'
- 'Maintain Hamilton Avenue as a pleasing, tree-lined pedestrian environment with complimentary outdoor amenities to offset the urban intensity which naturally results from the provision of transit service and convenient surface parking.'

The most relevant guidelines within the Hamilton Avenue District section are these:

- "Provide pedestrian links from Hamilton Avenue to University Avenue in conjunction with development of the alleys and parking lots."
- Regarding the westerly intersection corner (project site on map): 'strong building volume recommended', and 'opportunity for pedestrian friendly use'.

The proposed project supports the Guide's district goal to promote Hamilton Avenue as an active mixed use district, by providing parking and retail space. The project includes replacement of street trees and additional street trees to ensure a tree-lined pedestrian environment. Benches will meet the goal for complimentary outdoor amenities to offset the urban intensity. The parking guidance system will make parking in the upper and lower garage levels more convenient. The dashed line pedestrian route from Hamilton Avenue diverts pedestrians to the proposed pedestrian access way rather than straight back from Hamilton to Lane 21. It may be that pedestrians would still walk the straight line to the rear entry of the CVS store. The corner building treatment is strong. The pedestrian plaza at the corner is focused on the staircase and would facilitate direct access to the retail space and the building's elevator. Some plant material in this plaza would improve the pedestrian friendliness. The ARB may wish

[2] The Palo Alto Comprehensive Plan is available online: https://www.cityofpaloalto.org/gov/depts/pln/long_range_planning.asp

to note how the plans meet Hamilton Avenue District goals, to support the preparation of draft AR findings. The below Table 6 was included in the Draft EIR prepared by the CEQA consultant.

Table 1: Downtown Urban Design Guide Guiding Principles

Principle	***Guidance***
An Active Place	Downtown Palo Alto will be an exciting, active and friendly place both during the day and night.
A Place to Live And Work	Downtown will be an inviting, clean and safe place for people to live, shop, work and recreate.
A Good Neighbor	The residential character of neighborhoods adjacent to the downtown will be protected from encroachment by commercial downtown uses.
A Sense of Local History	Preservation of historical structures and places will be emphasized. Future projects can draw from historic buildings and social characteristics of Palo Alto for inspiration.
The Pedestrian Environment	The existing building pattern of storefronts or structural bays creates the human scale of Downtown. Attractive and easily recognizable pedestrian and auto entries welcome people. Creatively designed, clean and functional alleys, sidewalks and streets further enhance the pedestrian scale and experience.
An Outdoor Place	Advantage will be taken of the temperate climate by providing outdoor amenities, such as attractive street furniture, newsracks, benches, lighting, restrooms, for beautiful, useful open spaces, preferably designed by artists, architects, and landscape architects. These design elements encourage a stronger sense of community. Abundant and well maintained landscaping will provide Downtown with rich, urban greenscape and outdoor spaces.
Easy Access and Orientation	A clearly defined and developed “city center,” downtown “edges” and landmarks will provide a sense of orientation for the Downtown. Varied transportation methods including automobiles, bicycles, buses and trains will increase ease of access. Adequate and useable parking will be available where it is most needed.
Cultural Amenities	Downtown will celebrate and emphasize cultural amenities which contribute to the richness and diversity of Palo Alto. We will also recognize and nurture the cultural relationship and influence of Stanford University by reestablishing and promoting the historic physical connection of Downtown to

Principle	*Guidance*
	the University.

Multi-Modal Access & Parking

The project has two vehicle driveways; one located at the south side of the site on Hamilton Avenue and another located at the northwest side of the project connecting to Bryant Street and Waverley Street. Pedestrian access points are included at several locations along the perimeter of the parking facility via the open space between the columns at ground level. The parking facility is accessible for pedestrians from Hamilton Avenue sidewalks, as well as sidewalks that run along the parking facility connecting to Waverley Street and the Waverley Street/Bryant Street driveway. The project also includes a pedestrian access point for the retail land use on Waverley Street, as well as a pedestrian access point to the bike station near the vehicle driveway off Hamilton Avenue. In addition, there are two pedestrian access points to the trash enclosure at the northwest end of the parking facility. The project is not located on a Safe Route to School path. Bicycle parking is proposed in the project to meet the demand.

Consistency with AR Application Findings

Attachment E is provided for the ARB to consider the code required AR findings that will be customized for the project in a Draft Record of Land Use Action prepared for the second ARB staff report. Findings will note that the project is subject to Council approval of zoning code text amendments.

City Department Comments

City staff comments have been forwarded to the applicant for consideration. Several comments from Transportation, Public Works Watershed Protection, and Utilities Engineering, specifically related to design, are noted below. The applicant will be working to address these comments prior to the second ARB public hearing.

Transportation Division

The applicant has recently received comments from the City's Transportation Division staff, who expressed concerns about the following design features:

1. *Pedestrian pathway*: The angle of the pedestrian path of travel between Hamilton Avenue and Lane 21 as depicted on page ARB2.1 on the 12/20 plans isn't suitable and:
   - the crossing needs to be perpendicular to the drive aisle, and
   - the plans should be revised to show the work necessary on the ground floor to enable this walkway (curb ramps, truncated domes, markings, etc.).

2. *Curb corner radius:* The designer should verify the curb corner radius at Waverley and Hamilton to ensure it is as tight as possible to allow vehicles to turn right at "crawl" speeds without encroaching into opposing lanes.

3. *Driveway grade*: the parking garage driveway needs to be at sidewalk grade, not street grade. The curb ramps will need to be removed and replaced with a city standard driveway and the architectural site plan and grading and drainage plan will need to be updated to show the ground floor slab at the correct elevation.

4. *Waverley Street bulb-out:* A shorter bulb-out will allow for additional on-street auto parking. Extending the bulb-out 20-feet north of the curb corner radius return would allow for amenities (bike parking, trash cans, etc.); after which the bulb-out could return to the original curb-line (and the length adjusted as needed so as not to result in fractional car parking spaces).
5. *Waverley Street frontage:* One additional street tree could probably be added.
6. *Hamilton Avenue:* The extent of the work along the post office frontage with the mailbox drop-off removal, and new on-street parking stalls, should be shown in the next set.
7. *Bike station:* An enlarged detailed floorplan view of the bicycle storage room is need to show the footprint of the bicycle parking fixture and dimensions between walls and other vertical obstructions. The designer should verify the clearances meet the minimum requirements for the chosen bike parking product. The specific product to be used (since clearances very depending on product) should be shown on plans and indicate a two-tier fixture with a lift assist system for the upper tier.
8. *Parking wayfinding signage*: Clearly show the locations of all façade-mounted parking wayfinding signage, including the parking guidance sign shown on page ARB6.1. 9. Garage name: The garage shall be known as "Garage 3"
10. *Traffic Signal Plans:* Not necessary for the entitlement but will ultimately need to be prepared for both the Waverley/Hamilton intersection and Waverley/Gilman intersection.
11. *Alleyway*: The alley appears to accommodate a garbage truck and a small delivery van but it might be beneficial to check the actual clearances in the alley for an SU-30 since the width is constrained by dumpsters, bollards (protecting gas meters), and possibly awnings.

Public Works Watershed Protection
The applicant has received comments which include strong suggestions for:
1. *Rain chains*: Use rain chains or similar along vines and other walls/building corners.
2. *Pavers:* Low-maintenance permeable pavers for a small demonstration area.
3. *Interpretive Sign:* Installation of an interpretive sign regarding storm water treatment and pollution prevention; the project is required to meet Bay Regional Municipal Regional Storm-water Permit requirements.

Utilities Electrical Division
The applicant has received these comments, which focus on the project's conflict with existing electric and fiber optic utilities. The issues are:
1. *Relocation of existing lines*: The project requires relocation of primary lines and dark fiber optic system backbone running through the project site (requiring trenching and substructure construction and the installation of conduits, cables and equipment - this work needs to be completed prior to disturbance and/or demolition of existing electric and fiber facilities and requires a formal application to CPAU – Electric Engineering). The applicant will need to show the proposal for relocation on the site plan in the next plan set.
2. *Provision of space for two vaults:* Two vaults each 6 feet wide x 12 feet long x 7 feet deep are needed to house (a) the transformer which will feed the parking garage and (b) the transformer which will replace the existing pad-mounted transformer on-site (with a note vaults 1820 and

1821, located in the triangle area of the premise, are to remain at grade (since location of an electric room on the basement level is not approved).
3. *Pad-mount equipment and electric panel/switchboard:* These will need to be shown on the next plan set for the entitlement process.

Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. The Draft EIR is proposed to be published for circulation in late February, 2018, for a 45-day public comment period. The DEIR will be viewable on the City's webpages. The DEIR references a traffic study for the project prepared by Fehr and Peers. The DEIR also refers to the Downtown Parking Master Plan and City of Palo Alto Bicycle and Pedestrian Plan. An excerpt of the DEIR regarding these two plans is provided below:

Downtown Parking Master Plan

The parking master plan provides parking for visitors and customers in the downtown area. It covers both on-street parking and off-street parking in parking lots and garages. The plan restricts on-street parking to two hours and off-street parking to three hours during weekdays between 8:00 A.M. and 5:00 P.M. Short-term parking spaces, commercial loading zones, passenger loading zones, and disability-designated spaces are exempt from the color zone parking requirements. The master plan provides long-term parking for employees of businesses in the downtown area. Similarly, the Downtown Palo Alto Residential Preferential Parking program provides residents with a permit to park on the street for longer durations[3].

City of Palo Alto Bicycle + Pedestrian Transportation Plan

The 2012 City of Palo Alto Bicycle + Pedestrian Transportation Plan guides public and private investments in non-motorized transportation facilities and related programs. The plan includes policy vision, design guidance, and specific recommendations to increase walking and biking rates. The plan is consistent with the City's Comprehensive Plan. It reinforces the Municipal Code requirement that all bicycle parking areas shall be located at street floor level, or equivalent in a parking garage[4].

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the *Palo Alto Weekly* on January 26, 2018, which is 20 days in advance of the meeting. Postcard mailing occurred on February 2, 2018, 13 days in advance of the meeting.

[3] City of Palo Alto, Parking Guide, http://paloalto.parkingguide.com/ (accessed on October 30, 2017)
[4] City of Palo Alto, City of Palo Alto Bicycle + Pedestrian Transportation Plan, July 2012, http://www.cityofpaloalto.org/civicax/filebank/documents/31928 (Accessed on October 30, 2017)

Public Comments and Outreach

Any public comments received during the scoping period for the EIR were forwarded to the consultant. Public comments on the DEIR received before close of the comment period will be addressed in the Final EIR. In November 2017, a community meeting was held to review the proposed design for this project prior to review by the ARB. Staff received written comments from two adjacent property owners (provided as Attachments G and H to this report).

Next Steps

The next time the ARB will review the project will be after the close of the public comment period on the Draft EIR. Timely comments on the Draft EIR would be addressed in a Final EIR for Council adoption. The Final EIR and project are tentatively scheduled for City Council review in late June 2018.

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ARB[3] Liaison & Contact Information
Jodie Gerhardt, AICP, Planning Manager
(650) 329-2575
Jodie.Gerhardt@cityofpaloalto.org

Attachments:

- Attachment A: Site Context Map (DOCX)
- Attachment B: Downtown Parking Garage Project Description (PDF)
- Attachment C: Zoning Compliance Table (DOCX)
- Attachment D: Comprehensive Plan November 2017 Relevant Policies for First Formal AR 375 Hamilton (DOCX)
- Attachment E: Draft ARB findings (In Progress) (DOC)
- Attachment F: Project plans to building eye (DOCX)
- Attachment G: Ehikian Letter October 2017 (PDF)
- Attachment H: Wong Letter September 2017 (PDF)

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

Attachment F

Project Plans and Draft EIR

Hardcopies of project plans and Draft EIR are provided to ARB Members. The project plans and Draft EIR are available to the public online and by visiting the Planning and Community Environmental Department on the 4th floor of City Hall at 250 Hamilton Avenue. Plans, the Draft EIR and technical appendices are also viewable on the project webpage:

https://www.cityofpaloalto.org/gov/depts/pwd/infrastructure_plan/new_downtown_garage.asp

Draft EIR Link: https://www.cityofpaloalto.org/civicax/filebank/documents/65110

May 7, 2018 Plans Link: https://www.cityofpaloalto.org/civicax/filebank/documents/63081

The City maintains a webpage reflecting the status of planning and building applications and relevant documents at this URL:

https://aca.accela.com/paloalto/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=17PLN&capID2=00000&capID3=00361&agencyCode=PALOALTO&IsToShowInspection=no

OFFICE OF THE CITY ATTORNEY
CITY OF PALO ALTO
250 Hamilton Avenue, 8th Floor
Palo Alto, CA 94301
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February 12, 2018

Sent via Electronic Mail

Brian J. McSweeney (bmcsweeney@amlawoffice.com)
Anderlini & McSweeney, LLP
66 Bovet Road, Suite 255
San Mateo, CA 94402-3520

RE: "Legal Notice of Objection to Design" – Proposed Lot D Parking Garage

Dear Mr. McSweeney,

I write, briefly, in response to your letter of October 26, 2017 to encourage you and your clients to engage in good faith with City staff to address their concerns with the design for the proposed Lot D Garage (the "Garage"), rather than resorting to threats of litigation.

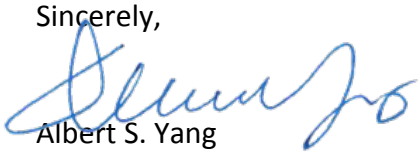
In your letter, you assert that the proposed Garage would impair your clients' right of ingress and egress under the judicial doctrine enunciated in *Rose v. State*, 19 Cal.2d 713 (1942). This doctrine protects the right "an abutting property owner has to the use of *the street fronting upon his lot* [which] is defined to be *an easement therein* for the purposes of ingress and egress. (*Id.* at 727, emphasis added). At most, the doctrine creates an easement in favor of your clients in the abutting public street (Waverley Street) for the purposes of ingress and egress from that street; it does not create any rights to ingress or egress over an adjacent parcel. Notably, the cases cited in your letter all stem from changes to the public street abutting the property. Here, the proposed Garage has no meaningful impact on your clients' access to Waverley Street and thus does not implicate their rights of ingress and egress. The fact that an adjacent parcel is used for a surface parking lot does not convert it into a public street.

Notwithstanding the absence of any cognizable legal right, City staff have offered a number of practical accommodations based your clients' concerns. These include: 1) creation of a loading zone on Waverley Street; 2) provision of a parking space in the newly constructed Garage; and 3) shared use of a trash enclosure in the newly constructed Garage. Staff have even entertained the suggestion that future modifications may allow below-grade access to the Garage to in the event your clients redevelop their property, despite the clear absence of property rights based on inchoate plans for redevelopment.

In summary, the proposed Garage does not impair your clients' right to ingress and egress and though your clients may find it less convenient to accept deliveries or arrange maintenance from the front of the property or Lane 21, this does not give rise to a legally cognizable injury.

City staff have been extremely receptive to your clients concerns and I suggest that your clients reconsider the many accommodations that have already been offered.

Sincerely,



Albert S. Yang
Deputy City Attorney

AY/jb

February 14, 2018

Architectural Review Board (ARB)
City of Palo Alto
250 Hamilton Avenue
Palo Alto, CA 94301

Subject: Lot D Design Impacts to 550-552 and 558-560 Waverley Street
Design Modifications Requests
17PLN-00360

Thank you to the City for its on-going efforts to increase parking supply for Downtown businesses and visitors. Lot D, located on the corner of Hamilton Avenue and Waverley Street, abuts two existing commercial buildings that front Waverley Street, 558-560 and 550-552 (also known to the City as Lot 85 and Lot 84 respectively). Each building and its restaurant or commercial tenants currently utilize the existing Lot D surface parking lot to sustain customer base and business operations. This joint letter from Manhattan Associates, a California limited partnership, O'Keefe Associates, a California limited partnership, and Euclid O'Connor Associates, a California limited partnership, collectively "Manhattan Associates" and Waverley Post LP, the property owners, aims to document common concerns that have been previously expressed to the City with the current design of the proposed Lot D Parking Garage but for which we have not received any or adequate responses from the City and its design team. Our traffic engineering consultant, Traffic Patterns, has completed a peer-review of the site plans dated 12-20-2017 and based on their input we are also requesting the following design modifications to the Lot D Parking Garage to ensure that existing and future site operations can be maintained:

1) Grease Trap Clean-Outs

The Tai Pan restaurant (560 Waverley Street) generates grease as part of its restaurant operations that include accessing the "clean-outs" located within the buildings. The removal of the grease by contract Fats, Oils and Grease or "FOG" removal companies can currently only be conducted on the Lot D parking lot side of the building. The City is also currently reviewing a tenant improvement application for a new restaurant at 552 Waverley Street that includes a proposed grease trap that will also be accessed for cleaning and maintenance from the Lot D parking lot side of the building.

The FOG removal companies use large vacuum trucks (Vactor trucks) similar to those used by city crews to clean out storm drains and used to clean out septic tanks in rural areas. **The Vactor trucks cannot use the existing alleyways as proposed in the current Lot D garage plans. The Vactor trucks require a minimum vertical clearance of 14-FT to maneuver their vacuum hoses into the grease traps, preferably 16-FT to accommodate movement of the vacuum equipment. The existing ground floor of the Lot D parking garage is only 11-FT 6-IN. The existing and planned grease clean outs cannot be accessed in the current design requiring significant design modifications to the building.**

Waverley Post LP and Manhattan Associates have met with City staff to express concerns with the proposed lot operations but have not been provided with an adequate response to the grease trap access issues that will occur both during and post construction of the Lot D parking garage. The FOG removal companies currently access the grease traps while parked in the Lot D surface parking lot, entering the lot from the Hamilton Avenue driveways. The alleys behind our properties operate as one-way with access from Waverley Street. A Vactor truck cannot maneuver the two 90-degree turns shown in the City's site plan for the Lot D parking garage and reach into the grease traps as the trucks require rear-access from the trucks to properly maneuver the vacuum equipment.

We have expressed this issue as a significant design flaw to City staff that will result in significant business loss to our existing and future restaurant tenants and property value to each of the buildings that currently rely on Lot D surface parking lot access to remove grease and other waste from the grease traps. The grease traps are currently cleaned out weekly, or more frequently if required.

Waverley Post LP and Manhattan Associates request that the Lot D parking garage design be modified to provide a minimum 16-FT ground floor height that will allow a Vactor truck to continue to access grease traps in the existing Waverley Street building(s) from the ground floor of the garage. We recognize that this is a substantial change to the design of the Lot D parking garage but this access issue was expressed to the City staff several times during meetings with the design teams without a response. Alternatives to address the higher ground floor requirement without impacting higher level floors can include lowering the elevation of the ground floor.

2) Dedicated Parking Spaces for Waverley Street Buildings

550 Waverley Street currently maintains the equivalent of two (2) parking spaces at the rear of the building, one formal and a second informal space through parallel parking along the rear building frontage. The 560 Waverley Street building operates with one (1) informal parking space throughout the day but multiple vehicles regularly park in the rear of the building during all times of the day to deliver food and other supplies to the restaurant. These parking spaces are utilized for service vehicle loading/unloading, emergency parking operations for building uses and although formal and informal in nature are critical to the long-term operations of building.

The Lot D parking garage currently proposes the elimination of any parking access along the rear of each of the buildings for a proposed Pedestrian Access facility. Furthermore, only one parking space is shown as dedicated to 550 Waverley Street (Lot 84 Stall). This inequity in the replacement of parking for buildings that share equal impact from the proposed Lot D parking garage results in substantial business and property value impacts to both buildings.

Waverley Post LP and Manhattan Associates request that the six (6) parking spaces currently located along the northeast footprint of the parking garage's ground floor be dedicated

exclusively and in perpetuity without any future parking permit fees, to the Waverley Street buildings.

Our preference would be that the pedestrian access alleyway be removed and the Lot D parking garage footprint moved west behind the two buildings to maintain a minimum 24-FT clearance from the buildings to allow a 2-way aisle operation per the City of Palo Alto off-street design standard (Palo Alto Municipal Code Section 18.54.070) to continue to allow 90-degree parking operations for service vehicles, including Vactor trucks for grease clean-out operations, but we recognize the impact to the current design and loss of proposed parking to the garage design.

The requested dedicated six (6) parking spaces allows for replacement of the formal and informal parking spaces currently located adjacent to the two buildings and allows for dedicated space for service vehicles, including Vactor trucks, to access the existing grease cleanout facilities through the use of dedicated (24/7/365) Commercial Loading Zone operations that can be jointly shared with other adjacent buildings including 510 and 526 Waverley Streets and CVS. The City has noted future loading zones along Waverley Street to accommodate existing and future loading activities along Waverley Street. The baking and cooking facilities of the Waverley Street buildings are at the rear of each building, this is where loading zones need to be accommodated and are best situated in the ground floor of the parking garage. Perishable goods should have limited environmental exposure after they leave a commercial kitchen to protect the food. Exposing perishables to the environment and through dining rooms of restaurants introduces health risks to our tenant's customers which will be attributed directly to the City's lack of proper loading zones and facility access from the rear of the buildings as currently provided, along with business loss from the loss of sales due to a loss in food quality.

3) Access and Temporary Construction Easements

Waverley Post LP and Manhattan Associates have expressed concerns regarding future redevelopment of the Waverley Street frontage buildings with the construction of the proposed Lot D parking garage. Currently, all buildings fronting Waverley Street between University Avenue and Hamilton Avenue along the west side of the street do not have any curb cuts for private driveways. This is a unique design feature of Waverley Street to help sustain an enjoyable pedestrian experience along Waverley Street. It is also a design feature that both Waverley Post LP and Manhattan Associates seek to maintain as part of upcoming future development plans.

Waverley Post LP and Manhattan Associates have requested that the Lot D parking garage design include provisions that will allow each property to independently redevelop but allow construction access and long-term site access to future underground parking in the adjacent buildings from the basement level of the Lot D parking garage. This will allow future redevelopment to ensure that no curb cuts along the Waverley Street frontage are required but also allows each parcel to be able to meet its future parking obligations without adding to the already deficient parking supply of the Downtown.

The Lot D parking garage designs identify "Potential Future Connections to Lot 84/85" but these call-outs appear to conflict with the existing shear wall and column support designs of the parking garage. A wider shear wall with stronger steel support beams that allow for the removal of column supports will ensure that 2-way operations into the future basement parking garages of each building can actually be maintained. Waverley Post LP and Manhattan Associates request that the Lot D parking garage be removed from the ARB agenda immediately until this design flaw that can accommodate future basement parking garage access to 550 Waverley Street (Lot 84) and 560 Waverley Street (Lot 85) is addressed including specific design details of how walls can be later removed to allow for the future connections to be built are provided. We see the lack of these design details as significant impacts to the future redevelopment capabilities of each site that has uncalculated property value impacts as future buildings cannot be parked without this access.

Following the completion of these design details, **Waverley Post LP and Manhattan Associates request that before this item is returned back to the ARB the designs include agreed-upon In-perpetuity Access and Temporary Construction Easements as part of the ARB review plans** so that the design is transparent to the Palo Alto community regarding the contractual obligations that are required to construct and operate the proposed Lot D parking garage.

4) Refuse Solid Waste Operations

Refuse collection bins for Waverley Street frontage buildings adjacent to the Lot D parking garage are currently maintained behind each building adjacent to the Lot D surface parking lot. This allows the bins to be "out of sight" of the public as much as possible, restricts odor generated from the waste away from Waverley Street, and allows building tenants to efficiently remove waste from the buildings without significant injury from traveling long-distances to off-site waste bins.

The proposed design of the Lot D parking garage includes a Trash Enclosure on the northeast corner of the parking garage on the ground floor. The Trash Enclosure is at an acceptable distance to 550 Waverley Street but unacceptable distance to 560 Waverley Street of over 100-FT from the building's southeast corner. Such a distance can result in personal injury impacts to building tenant employees from carrying large heavy items to the storage bins.

Waverley Post LP and Manhattan Associates request a design modification to the Lot D parking garage design to include dedicated Trash Enclosures immediately adjacent to each building. A second Trash Enclosure can be provided immediately adjacent to the garage's stair well facility. The trash enclosure can be sized to minimize the loss of parking to up to one space if needed.

Most critical though is the need to provided double door access to the storage bins for Green Waste removal and replacement operations during waste collection and for forced ventilation of the storage binds to reduce odor.

The current Lot D parking garage design shows the removal of storage bins from the Pedestrian Access alleyway. As previously noted, a taller ground floor is required for Vactor truck operations. A taller ground floor facility will also allow refuse solid waste collection vehicles to access the bins from within the ground floor if Hamilton Avenue remains the continued access point for collection vehicles. The second set of access doors to the bins will allow the refuse collection vehicle operators to easily remove the bins without risk of blockage from trash overflow that regularly results from building operations. The second set of access doors will also ensure that the pedestrian access alleyway does not experience trash spillage from the removal of trash bins which will result in odor and rodent increases if not properly maintained by the City. Waverley Post LP and Manhattan Associates are not interested in experiencing increases in building operations to power wash the pedestrian alleyways on the city's behalf.

5) Shadow Study

Waverley Post LP and Manhattan Associates have begun to evaluate the Shadow Study documents prepared for the Lot D parking garage. While our preference is that the City maintain our requested 24-FT clearance from the building so that our existing parking and refuse/grease clean-out operations can continue without impact, we recognize that some type of accommodation is required.

We request a City staff and design team meeting to evaluate the shadow impacts to the buildings. In addition, the AC cooling systems for both 550 and 560 Waverley Street are located immediately adjacent to each property's western end, adjacent to the Lot D parking garage. It appears from the shadow studies that the building will impact the existing cooling systems and planned solar panels that are currently being explored. The Lot D parking garage structure as currently shown may remove the ability for each building to install solar panel systems which will increase each building's on-going operations costs, an impact directly attributable to the future Lot D parking garage construction.

6) Pedestrian Access Alleyway

Waverley Post LP and Manhattan Associates request the removal of any seating benches or other design features that can invite the homeless to congregate within the alleyway for the security of our buildings and safety of employees who regularly take breaks at the back of the building.

Waverley Post LP and Manhattan Associates also request that the City consider stronger design features to ensure the safety of the public that do utilize the proposed pedestrian access alleyway including additional lighting features and security cameras.

The pedestrian access alleyway as currently designed with trash enclosure and grease clean out operations will not produce the anticipated pedestrian experience the City may be trying to achieve. Trash bins generate significant odor and without daylight and proper ventilation will

result in a public nuisance that will in turn impact the property values of our buildings including possible rodent control issues.

7) Construction Accommodations

During the construction phase of the Lot D parking garage, Waverley Post LP and Manhattan Associates request the following accommodations:

- Temporary conversion of the on-street parking spaces to dedicated building use for commercial loading activities
- The increased costs in grease clean out of the 560 Waverley Street building incurred directly by the Lot D parking garage project
- Weekly building maintenance provided by the Lot D project to clean windows and remove dust and other debris from the Waverley Street building to maintain their existing conditions during and post construction of the Lot D parking garage.

We again request the ARB immediately remove this item from the February 15th agenda so that our property managers can continue work with city staff to refine the design of the Lot D parking garage and concurrently develop in perpetuity access and temporary construction access easements.

Sincerely,

Elizabeth Wong
Waverley Post LP

Brad Ehikian
for Manhattan Associates

cc: City Council
Molly Stump, City Attorney
James Keene, City Manager

OFFICE OF THE CITY ATTORNEY
CITY OF PALO ALTO
250 Hamilton Avenue, 8th Floor
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February 12, 2018

Sent via Electronic Mail

Brian J. McSweeney (bmcsweeney@amlawoffice.com)
Anderlini & McSweeney, LLP
66 Bovet Road, Suite 255
San Mateo, CA 94402-3520

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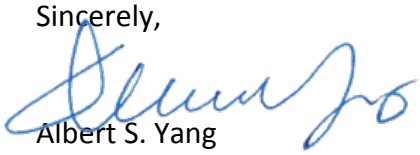
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Deputy City Attorney

AY/jb