



Architectural Review Board

Staff Report (ID # 9515)

Report Type: Action Items **Meeting Date:** 9/20/2018

Summary Title: 250 Sherman Avenue: Public Safety Building (3rd Formal)

Title: PUBLIC HEARING: 250 Sherman Avenue [17PLN-00256]: Consideration of a Major Architectural Review Application for a Proposed Public Safety Building to be Three Stories Above Grade With 45,400 to 48,000 sf of Floor Area Above two Basement Levels With Usable Floor Area Within the First Basement Level, Five Surface Parking Spaces Within a Fenced Area and 143 Below Grade Parking Spaces (Including 12 Stalls in Tandem Arrangement), as Well as two Operational Site Buildings Accessory to the Public Safety Building, Landscape Improvements, and a Public Plaza. City Council Approved the Environmental Impact Report and Public Facilities Ordinance Amendment on June 11, 2018. Zone District: PF (Public Facilities). 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. Recommend City Council approval of the proposed Public Safety Building (PSB) based on Architectural Review findings and subject to conditions of approval contained in the Draft Record of Land Use Action (RLUA, Attachment B) or as may be amended by the ARB.

Report Summary

The subject project was previously reviewed by the ARB on two other occasions. The municipal code encourages the Director of Planning and Community Development to make a decision on projects after three public hearings. For this project, the City Council will be the decision-

maker. Earlier staff reports include background information, project analysis and evaluation to city codes and policies; these reports are available online:

- October 17, 2017: <https://www.cityofpaloalto.org/civicax/filebank/documents/61817>
- August 2, 2018: <https://www.cityofpaloalto.org/civicax/filebank/documents/66102>

The purpose of this report is to restate the comments made by the ARB and detail the applicant's response to those comments. The analysis section below builds upon the information contained in earlier reports, and has been modified to reflect recent project changes. The ARB is encouraged to make a final recommendation to Council to approve the project.

The links to important documents for the PSB Project are found at this webpage link:
<https://www.cityofpaloalto.org/PublicSafetyBldg>

Background

On August 2, 2018, the ARB reviewed the project. A video recording of the Board's meeting is available online: <http://midpenmedia.org/architectural-review-board-74-2-3-2-2-2-2-2-2-2/> Excerpt minutes of the August 2, 2018 ARB meeting are attached to this report (Attachment F). The ARB comments were related to materials, massing and site design. The ARB's comments and the applicant's response are summarized in the following table:

ARB Comments/Direction	Applicant Response
Improve definition and articulation of materials. Show joints/patterns, textures/colors. Improve material designation and representation	1. Architect refined the two-story volume surface design to include tile pattern and articulation of tile tints and/or textures. 2. Architect provided a photo-realistic, close up elevation rendering of key project materials (tile, tinted concrete, and glass areas), features shade/shadows to indicate a realistic palette portrait. 3. Expect terra-cotta tinted, board-formed concrete sample at the hearing. 4. Expect range of porcelain tiles display to reflect proposed patterning.
Define all fascia and soffit materials	1. Architect proposes a wood soffit below the one-story canopy, stained to match terra-cotta concrete color, consistent with nearby wood soffits. 2. Architect provided (a) construction sections (at Birch and Sherman), show soffit and fascia material; and (b) labeled material photograph. 3. Architect submitted a 3D view of the Sherman Avenue elevation reflecting material/pattern revisions to communicate these changes.
Consider revising the fascia to be contrasting color	Architect determined a contrasting color fascia at the high roof level would draw viewers' eyes upward, and detract from the core

	concept (which is to provide primary visual interest at the pedestrian, one-story level).
Either retain or consider alternative to the board-formed cast-in-place concrete	Given the ARB split, and after further discussion, City staff determined to retain the board-formed concrete as currently designed
Address Proportion between Level 03 glass and Level 02 tile	Given the ARB split between keeping and revising proportions, and after further discussion, City retained the proportions as currently designed.
Create more dynamic massing (less blocky)	Architect believes the building as designed is less blocky than perceived, so created an additional rendered view--from the Birch Street R.O.W.—demonstrating terracing and volumetric range. The Architect also adjusted window set-backs and extrusions at level 3 to create deeper shadow lines.
Provide more visual relief in 2-story tile massing; consider additional windows.	Architect has revised the massing by adding windows and setting back the glass in the two-story tile volume for deeper shadow lines and surface articulation. The 3D Elevation views have been modified to reflect proposed shadow lines and addition of windows.
Make the multi-purpose room more glass-y.	The Police Department leadership believes a glassy multi-purpose room would cause operational vulnerability, so this suggestion was not implemented.
Set the Level 03 windows further back from face of building.	Architect studied programmatic impacts, and updated the Birch Street detailed section. The Level 03 surface solution is a combination of setback and projected surfaces. The setback areas are approximately 9" back from face-of-precast, and the glazed projections are roughly 9" beyond the face-of-precast. This makes for a net differential of 18", which is the level of modulation the Architect determined was needed visually for the building.
Improve legibility of multi-purpose room.	This area is under consideration as a potential public art site, and proposals for this area may address this comment. This is TBD as the artist develops proposals.
Revise the seating to make it more attractive for use. This should tip the scale of the site design from “stand-offish” to “inviting.”	Landscape architects prepared an extensive site-perimeter concept to address seating (including arm rests), material selection and color, and the overall landscape environment. The fully developed “pedestrian ribbon” that circumnavigates the site is documented in greater detail in the updated and landscaped aerial/elevation views. The pedestrian ribbon is a continuous pedestrian environment featuring natural material textures, a simple terra-cotta color palette, extensive landscaping (for shade, color, and scent) and pedestrian seating. Implementation is through a simple materials palette of tinted terra-cotta color wood board-formed cast-in-place concrete, a terra-cotta colored metal plank soffit, and a charcoal-

	colored painted steel soffit fascia channel. The pedestrian seating is precast concrete, dark tinted to match the dark iron facias. Plant selection in the raised planters varies depending on the role of the individual planter, including rain-garden bio-filtration planting, shade trees, and other species selected based on providing a varied color and texture.
Provide more information on Park Blvd. design.	The architect created a 'landscape vision' for Park Blvd (a new ground-level 3D perspective, and the 3D Elevation that currently shows the Park Blvd--facing PSB elevation, will be revised to show the street-level improvements directly on Park. The Park Blvd design includes a widened sidewalk with planting and integrated seating amenities that create an active and broad pedestrian area, as well as a bike-focused mini-plaza with bicycle repair stations closest to California Avenue.
Improve the human-scale massing	The design team actions are described earlier in this table.
Provide terminus on PSB for pedestrian paseo as you approach Jacaranda	The terminus of this paseo is being considered in the design development of the Jacaranda site wall. The 3D Elevation on the Jacaranda side will represent the proposed revisions.
Provide more info on the landscaping	An extensive site-perimeter concept has been developed by the landscape architects. This addresses seating, arm rests, material selection and color, and the overall landscape environment. The fully developed "pedestrian ribbon" that circumnavigates the site has been documented in updated and landscaped aerial/elevation views. All of the built-in seating is designed with arm rests that also function as skateboard deterrents located at approx. 3'-4' on center.
Provide information on signage locations	Plans now include a site axonometric diagram with general proposed signage locations and signage type.
Demonstrate the use/functionality of air-foil louvers on the interior	The architect will present photos of these interior louvers in RDC's recently completed Yuba City Courthouse.

The project architect has provided an updated narrative (Attachment E) describing the modified project and an updated landscape narrative (Attachment G). The plan set sheets were updated and new sheets were added (sheets ARB AM 01-13).

Council Action June 11, 2018

Council approved the PSB Project Final EIR (published May 11, 2018), adopted the ordinance modifying the Public Facilities (PF) zone, and approved the Public Parking Garage at 350 Sherman Ave. The PSB project (PSB and Garage) relies on PF code amendments. The August 2, 2018 staff report included the adopted PF amendments ordinance, resolution for EIR

certification and mitigation monitoring, and record of land use action for the parking garage. The Council staff report is online:

<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=49397.54&BlobID=65308>.

Council action minutes from June 11th are available online at:

<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=83343.27&BlobID=65725>

Other Council Actions:

Council received a report on August 27, 2018, regarding use of mechanical lifts for parking garages (the staff report is viewable at this link:

<https://www.cityofpaloalto.org/civicax/filebank/documents/66389>.) Council did not discuss the report.

This Architectural Review application will be reviewed and acted upon by City Council. In conjunction with its review of the PSB AR application, Council will review the project's zoning exceptions, which for this project are limited, for the communications tower to exceed the height limit, and for the Jacaranda wall and below grade parking structure to encroach into setbacks. For most of its distance, the Jacaranda wall meets the 10-foot setback of the PF zone; a portion of the wall exceeds the four foot maximum fence height within the 10-foot setback.

Analysis¹

The following images are to assist the ARB and members of the public to see the modifications the project team has implemented in response to the ARB comments received from the August 2, 2018 meeting.

Sherman Avenue Elevation – The Level 3 glazing is set back and projects from pre-cast wall at level 2. At Level 2, a clerestory window was added.



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.

Birch Street Plaza Building Entry – View from Birch Street and Sherman Avenue

Windows project at level 3, wrapping the corner of the entry. The white glazed tile is proposed to be set back from pre-cast panels. Note the below left image has trees removed for clarity.

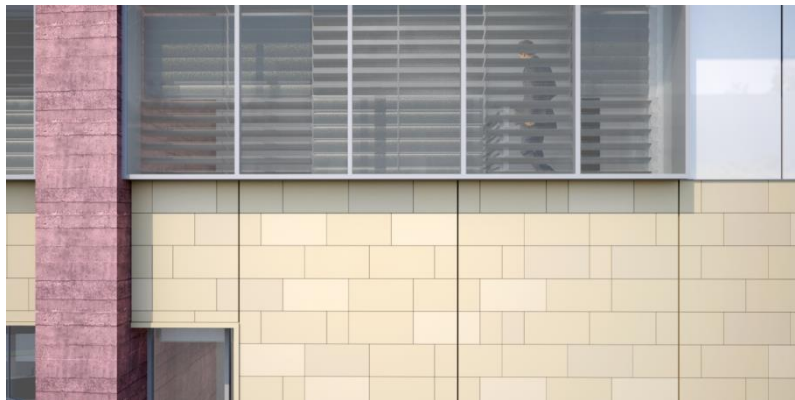


Lighting and Signage

Lighting Plan sheets ARB 07.03 through 07.05 have been updated. Plan sheet ARB AM 12 is provided to indicate three building signage locations and one monument (or low wall) sign location.

Enlarged Tile Detail – Showing pattern of the tile at level 2

Plan sheet ARB AM 07 shows the tile pattern. The proposed tile size is 18" tall x 36" wide and 18" tall x 12" wide pieces to create the pattern (as seen in below image from sheet ARB AM 07).



Louvers at Windows

The ARB had commented that the interior louver module and pattern, meant to resemble and complement the terra-cotta baguette screen of the public parking structure, would not likely achieve the intended effect. No change is proposed to the louvers. The Architect has further developed the louver design. The third-story element is a glass and white porcelain tile façade with interior aluminum air foil louvers for the control of light, privacy and glare. The louver pattern is divided in three segments vertically, and divided horizontally in roughly 4'-0" segments. An average office may have a total of 9 panels that operate individually, providing for the random matrix of louvers. The louvers will not be fixed in a single pattern; users will

retain control over their operation. The revised plan set includes sheet ARB AM 13 'Louver Operation Diagram'.

Park Boulevard

Plan sheets ARB AM01 and ARB AM 02 show the Park Boulevard elevation, seating and landscaping, and plan sheet ARB AM03 provides a perspective. The site plan and landscape plan show a widened sidewalk with planting and integrated seating amenities that create an active and broad pedestrian area, as well as a bike-focused mini-plaza with bicycle repair stations closest to California Avenue.

Landscaping

A landscape planting plan is provided (sheets ARB AM08 and ARB AM09), including a planting palette with the types, sizes at planting and maturity, water requirements and spacing of plantings. A landscape narrative was also provided separately (see Attachment G).



The new plan set sheets (ARB AM) include:

- A tree mitigation plan (ARB AM 11) showing existing and proposed tree canopy as equal on the project site to meet the 'no net loss of canopy cover' policy from the Urban Forest Master Plan.
- A landscape street section (ARB AM 10) indicating benches with armrests (skate stops) and backs.
- Planting Plan sheets ARB AM08 and ARB AM09 showing a total of six tree species are proposed: Chinese Elms ('Dynasty' or 'Alle'(Elmerii)) at Birch, with Golden Rain Tree behind the Elms. A single Cork Oak is proposed near Jacaranda and Strawberry trees are proposed in the employee courtyard at Jacaranda. The London Planes and California

Sycamores alternate along the Sherman sidewalk, and London Planes along the Park sidewalk, are in front of Strawberry trees. Shrubs (including small tree species) include Western Redbud, Grevillea, Toyon, Lantana, Catalina Cherry, Little Sur Coffee Berry, and Dwarf Trailing Rosemary. There is now just one vine species proposed (Creeping fig).

- Plan sheets ARB AM04 and 05 show the pedestrian 'ribbon' seating and landscaping with materials.

Site and Civil Plan Modifications to Address City Staff Comments

Following the August 2nd ARB review, City transportation staff comments requested revisions to the civil and architectural site plans. In summary, in addition to making sure scale was corrected as needed on the plan set, the request was that the architect:

Staff Comments	Applicant Responses
Correct the Birch Avenue median to remove barriers within the marked crosswalk	The Birch median was shortened and obstructive, existing light pole was noted as to be relocated
Increase the curb corner radius at Birch/Sherman to at least 15 feet	Birch-Sherman radius is now 15 feet. A 'swept path' analysis shows okay for SU-30 design vehicle
Fix the bulb out curves	Reverse curves for bulb outs were revised
Fix drawings that show offset of curbs from existing curbs, especially on Park Boulevard	Errors were revised, including Park Boulevard
Consider removing the Jacaranda bulb-out and use a different device for traffic control and flexibility	The changes at the Jacaranda bulb-out at Birch include landscaping and yellow truncated dome material
Adjust curb line at one-way outbound drive from service yard	Curb line adjusted to maximize width of level sidewalk area outside the sloped driveway apron
Show dimensions on parking lot design (aisles, stall widths, driveway)	Driveway widths are show on civil site plan (plan sheet ARB 05.02); the bar scale was double checked to ensure accuracy
Check driveway ramps especially Sherman that appears less than 18 foot minimum	Driveway widths were verified to meet minimums (19' width at Sherman,
Label and ensure vertical clearances at slopes and transitions	A condition of approval is included in the RLUA to ensure building permit plans include such labels
Modify landscaping plan to meet sight triangles (4x6 within which no obstruction taller than 3 feet) at driveway exits (especially, address Sherman)	Clear sight triangles were added at all driveway exits to public streets

Transportation Demand Management

A condition of approval has been included in the RLUA to require the submittal of a Transportation Demand Management (TDM) and Monitoring Plan to the Office of Transportation for review and approval, prior to the submittal of building permits. The TDM

plan would describe measures and strategies to achieve an evening peak hour trip reduction target of 35%.

Findings

To support approval of the Architectural Review application, the attached RLUA contains the applicable Comprehensive Plan policies, draft Architectural Review findings, and draft conditions of approval. With submittal of the planting plan/landscape plan, landscape-related findings are now included. The ARB provided some comments on the draft findings provided with the August 2, 2018 staff report. With the revisions, the draft findings have been edited. The ARB is requested to review and provide input into the approval findings.

Environmental Review

City Council certified the Final EIR on June 11, 2018. The Final EIR includes responses to Draft EIR public comments and is viewable here:

<https://www.cityofpaloalto.org/civicax/filebank/documents/65005>.

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 Daily Post on September 7, 2018, which is 13 days in advance of the meeting. The ARB had continued the public hearing to a date certain, September 20, 2018; therefore, no additional postcard mailing occurred before this meeting.

Public Comments

As of the writing of this report, only one project-related, public comment letter was received. The letter, from Mary Chu, is provided in Attachment H. Any comments received through September 13, 2018 are attached. Comments received after September 13th will be forwarded to the ARB and City Council.

Alternative Actions

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

1. Approve the project with modified findings or conditions;
2. Continue the project to a date (un)certain. However, in conformance with PAMC 18.77.070, the Director may choose to forward the item to Council; or
3. Recommend project denial based on revised findings.

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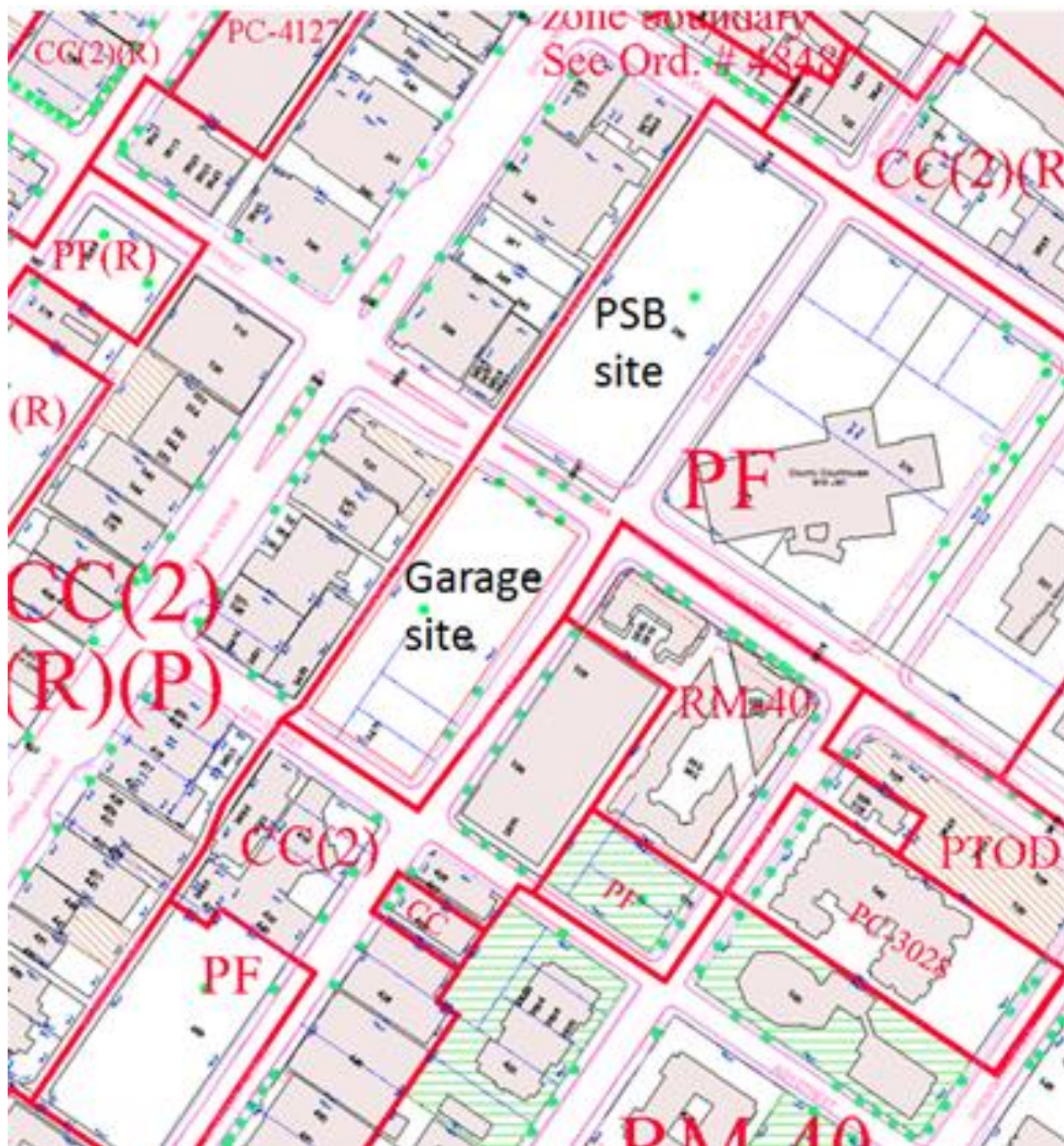
Attachments:

- Attachment A: Location Map (DOCX)
- Attachment B: RLUA for PSB (DOC)
- Attachment C: Project Narrative Updated for September 20, 2018 hearing (PDF)
- Attachment D: Instructions to View Project Plans and EIR (DOCX)
- Attachment E: Zoning Compliance Table (DOCX)
- Attachment F: Excerpt Minutes of August 2, 2018 ARB (DOCX)
- Attachment G: Landscape Narrative (PDF)
- Attachment H: Public Correspondence (2018-09-03 Mary Chu letter) (PDF)

Attachment A: Location Map

Public Safety Building

250 Sherman Avenue



DRAFT**ACTION NO. 2018-0X****RECORD OF THE COUNCIL OF THE CITY OF PALO ALTO LAND USE ACTION FOR 250 SHERMAN AVENUE ARCHITECTURAL REVIEW 17PLN-00256: PUBLIC SAFETY BUILDING**

On _____, 2018, the Council approved the proposed Public Safety Building at 250 Sherman 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:

On _____, 2018, Council conducted a public hearing to consider the Architectural Review application and approval recommendation by the Architectural Review Board, for the Public Safety Building at 250 Sherman Avenue;

A. On October 19, 2017, the Architectural Review Board (ARB) conducted the first public hearing of the Public Safety Building (PSB) application, together with the application for the Sherman Avenue public parking garage, and continued its review of both applications to a date uncertain;

B. On January 18, 2018 the ARB reviewed the Draft Environmental Impact Report (EIR) for the PSB Project in a public hearing and provided comments, which were addressed in the Final EIR Council adopted on June 11, 2018;

C. On June 11, 2018, Council adopted modifications to the Public Facilities development and parking standards for public parking facilities and essential services facilities within the Downtown and California Avenue business districts;

D. On August 2, 2018, the ARB reviewed the PSB application in a second public hearing including a review of the Architectural Review approval findings and draft approval conditions, and continued the hearing to September 20, 2018;

E. On September 20, 2018, the ARB recommended that Council approve the proposed public parking garage by a vote of to .

SECTION 2. Environmental Review. On June 11, 2018, the City of Palo Alto City Council certified an Environmental Impact Report (EIR) prepared for the project in accordance with the California Environmental Quality Act (CEQA), and made related findings by Resolution 9772.

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 safety building

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 adoption of amendments to the Public Facilities development and parking standards for essential services facilities and parking garages within the Downtown and California Avenue Business districts approval of the project, the project complies 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,
 - Policy T-5.7, require new or redesigned parking lots to optimize pedestrian and bicycle safety,
 - 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,
 - 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,
 - 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,
 - 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 stormwater runoff. Include LID measures in major remodels, public projects and recreation projects where practical.
 - 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,
 - 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,

- 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,
- Policy L-4.8, maintain the existing scale, character and function of the California Avenue business district as a shopping, service and office center intermediate in function and scale between the Downtown and the smaller neighborhood business areas,
- Policy L-5.2, provide landscaping, trees, sidewalks, pedestrian path and connections to the citywide bikeway system within Employment Districts,
- 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,
- Policy L-6.1, promote high quality design and site planning that is compatible with surrounding development and public spaces,
- Policy L-6.3, encourage bird-friendly design,
- 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,
- 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. (no signage proposed with this application),
- Policy L-8.2, provide comfortable seating areas and plazas with places for public art,
- Policy L-70, enhance the appearance of streets by expanding and maintaining street trees,
- Policy L-8.4, create facilities for civic and intellectual life, such as better urban spaces for civic programs and speakers, cultural, musical and artistic events,
- 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,
- Policy L-8.6, seek potential new sites for art and cultural facilities, public spaces, open space and community gardens,
- 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,
- Policy L-9.6, create...publicly accessible, shared outdoor gathering spaces within walking and biking distance of residential neighborhoods,
- Policy L-9.7 strengthen the identity of important community-wide gateways, including...entries to commercial districts,

- 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,
- Policy L-9.9, involve the Urban Forester, or appropriate City staff, in development review,
- 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.
 - 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.

(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 right-of-way improvements will improve circulation; employee automobile ingress from/egress onto Jacaranda Lane is compatible with the design concept and functions;
- The new facilities and amenities for pedestrians, bicyclists and vehicles are an improvement from the existing facilities as to safety and convenience;
-

(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 all existing on-site and street trees will be removed to allow for construction of the PSB, 15 new street trees (Chinese Elms, California Sycamores, and London Planes) in 24" box sizes (with post pavement support system and necessary soil volume for long-term health and separation for utilities) are proposed around the perimeter of the building on Sherman, Birch and Park (*plan sheet ARB AM08*).
- On Birch Street, five additional 24" box sized Golden Rain trees will form an allee with the street trees; and one additional tree (Cork Oak) is proposed for the 'front yard' area;
- On Park Boulevard, four additional 24" box sized Strawberry trees are proposed behind the street trees;
- Six Strawberry trees are proposed in the employee courtyard near Jacaranda Lane;
- Plan sheet ARB AM11 provides technical details associated with the tree mitigation plan.

(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 materials and architectural forms are intended to be compatible with the mid-century architecture of the area which includes:
 - A four story building across Sherman (the County courthouse and jail building), a mixed use (office-residential) building on the corner across Sherman, one- and two-story commercial buildings fronting California Avenue, and multi-story residential building on the opposite corner.

(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 limited lighting proposed facing the multiple family residential building on Sherman Avenue, and with pedestrian friendly landscaping, lighting and sidewalks to enhance residents' experience walking to California Avenue.*

(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 quality, durability and to convey warmth;
- The new structure's materials and construction techniques are appropriate for the use;
- Colors and textures will be compatible with nearby civic buildings and park landscaping;

(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:*

- The 10' high security wall along Jacaranda is set back from the property line to provide a continuous sidewalk and meet the 10' PF zone setback requirement for a significant length of the alley;
- Sidewalk curb location adjustments and pedestrian crossing bulb-outs promote safe pedestrian traffic;

(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:*

- Selected tree species will thrive in an urban environment, provide appropriate architectural emphasis and scale on each of the three frontages, and have relatively low

maintenance and water requirements.

- Sherman and Park frontages receive raised planters with integral seating, an area of rain garden planting.
- Sherman Avenue and Birch Street receive wider sidewalks allowing for street trees and benches.
- The entry alignment of the Birch Street ramp connects with Jacaranda to allow a landscaped front yard plaza on Birch,
- The landscaped setbacks accommodate seating and shade for individual passive activities along Birch, Sherman and Park frontages;
- Low-level, focused pedestrian lighting will reinforce the intimate and small-scale aspects of the plazas/streets, avoid light-pollution, and reinforce the civic character of the facilities.

(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:*

- Suitable street tree planting environments and storm water design features are key features of the project.

SECTION 4. Architectural Review Approval Granted. Architectural Review Approval is hereby granted for the Public Parking Garage at 350 Sherman Avenue by the City Council pursuant to Chapter 18.77 of the Palo Alto Municipal Code.

SECTION 5. Plan Approval.

Public Safety Building

The plans for the Public Safety Building submitted for Building Permit shall be in substantial conformance with those plans prepared by RussDrulisCusenbery, consisting of 47 pages, received September 4, 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.

Impact Mitigation Measures Required for Both Project Components (250 and 350 Sherman)

- ***Air Quality Mitigation 5-1.*** To reduce potential short-term adverse health risks associated with PM2.5 emissions, including emissions of diesel particulate matter (DPM), generated during project construction activities, the City and/or its designated contractors, contractor's representatives, or other appropriate personnel shall:

1. Implement BAAQMD-recommended "Additional Construction Measures". The City shall implement the following

BAAQMD recommended additional construction mitigation measures during construction activities: (1) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent, to be verified by lab samples or moisture probe, (2) All excavation, grading, and/or demolition activities shall be suspended when average winds speeds exceed 20 miles per hour, (3) Temporary wind breaks (e.g., fences) shall be installed on the windward (generally the north / northwest) of actively disturbed areas of construction. The wind breaks should have at maximum 50 percent air porosity, (4) Vegetative ground cover (e.g., fast germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established, (5) Simultaneous occurrence of excavation, grading, and ground-disturbing construction activities in the same area at any one time shall be limited and/or phased to reduce the amount of disturbed surfaces at any one time, (6) All trucks and equipment, including their tires, shall be washed off prior to leaving the site, (7) Site access to a distance of 100 feet from the paved road, or as much as feasible, shall be treated with a compacted layer of wood chips, mulch, gravel, or other cover as feasible to reduce track-out, (8) Minimize the idling time for diesel powered construction equipment to two minutes provided such idling restrictions are consistent with manufacturer's equipment specifications.

2. Apply construction equipment restrictions. The City shall apply the following construction equipment restrictions to the proposed project: (1) Electric-powered and liquefied or compressed natural gas equipment shall be employed instead of diesel powered equipment to the maximum extent feasible. (2) All construction equipment with a rated power-output of 25 horsepower or greater shall meet U.S. EPA and CARB Tier IV Final Emission Standards for particulate matter. This may be achieved via the use of equipment with engines that have been certified to meet Tier IV emission standards, or through the use of equipment that has been retrofitted with a CARB verified diesel emission control strategy (e.g., oxidation catalyst, particulate filter) capable of reducing exhaust PM emissions to levels that meet Tier IV standards.

3. Prepare Construction Risk Reduction Plan. Prior to the start of construction activity, the City and/or its contractor shall prepare a Construction Risk Reduction Plan for the project which: (1) Identifies the final planned construction phasing schedule and anticipated equipment operations. (2) Estimates the proposed project's construction emissions based on the final phasing and equipment plan. Any emission update shall be performed using the latest recommended emissions estimator model recommended by the BAAQMD or other standard, acceptable methodology (e.g., contractor-specific fleet emission factors and estimates of equipment operating hours). (3) Models the potential diesel particulate matter and total PM_{2.5} concentrations resulting from refined emissions estimates. Any modeling shall be performed using an accepted screening or refined dispersion model recommended for use by the BAAQMD. The modeling shall focus on discrete, residential receptors located at and near the proposed project site. (4) Estimates potential adverse health effects associated with exposure to DPM. Risk estimates shall follow the latest recommendations of the BAAQMD. The goal of the risk estimation shall be to identify the receptor(s) or areas of receptors where carcinogenic and non-carcinogenic risk thresholds may be exceeded. If risks are exceeded, the plan shall identify feasible on- and off-site measures to reduce risks to levels below BAAQMD thresholds. On-site measures may include the BAAQMD "Additional Construction Measures" and construction equipment restrictions included in Mitigation Measure 5-1, as well as phasing / activity restrictions. Off-site measures may include coordinating with all impacted receptors to replace and upgrade existing HVAC systems to provide high performance panel filters capable of reducing potential modeled outdoor PM_{2.5} concentrations / risks to levels that are below BAAQMD thresholds.

4. Implement Off-Site Mitigation. In-lieu of preparing the Construction Risk Reduction Plan identified above, the City may, prior to the start of construction activities, coordinate directly with impacted residential receptors to replace and upgrade existing residential HVAC systems with a high-performance panel filter with a rated minimum efficiency reporting value (MERV) for particles in the range of 0.3 to 1.0 µm of 70% (presumed to be a minimum MERV14), or equivalent system upgrade. This level of control would reduce risks to levels below current BAAQMD thresholds. Based on the results of the modeling conducted for the EIR, the City shall coordinate with residential receptors located in the area bound by Park Boulevard to the north, Ash Street to the south Sheridan Avenue to the east, and Sherman Avenue to the west.

- ***Nesting Birds Mitigation 6-1.*** To avoid impacts to nesting birds and violation of State and federal laws pertaining to birds, all construction-related activities (including but not limited

to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) should occur outside the avian nesting season (that is, prior to February 1 or after August 31).

If construction and construction noise occurs within the avian nesting season (from February 1 to August 31), all suitable habitats located within the project's area of disturbance, including staging and storage areas plus a 150-foot buffer around these areas, shall be thoroughly surveyed, as feasible, for the presence of active nests by a qualified biologist no more than five days before commencement of any site disturbance activities and equipment mobilization. If project activities are delayed by more than five days, an additional nesting bird survey shall be performed. Active nesting is present if a bird is sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest. The results of the surveys shall be documented. If it is determined that birds are actively nesting within the survey area, the additional procedures below shall apply. Conversely, if the survey area is found to be absent of nesting birds, the additional procedures shall not be required.

Additional Procedures. If pre-construction nesting bird surveys result in the location of active nests, no site disturbance and mobilization of heavy equipment (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) shall take place within 150 feet of nests, or as determined by a qualified biologist, until the chicks have fledged. Monitoring shall be required to insure compliance with the MBTA and relevant California Fish and Game Code requirements. Monitoring dates and findings shall be documented.

- **Removal of Trees Mitigation 6-2.** Prior to removal of the protected trees and street trees, the applicant shall obtain a tree removal permit issued by the City of Palo Alto Urban Forestry Division for the removal of any and all protected, designated, or street trees (referred to collectively as "Regulated Trees"). In all cases, replacement trees would be required as a condition of the tree removal permit, and the project applicant must demonstrate to the satisfaction of the City that there is no alternative that could preserve the tree(s) on-site.

The project applicant must provide an evaluation and summary for any Regulated Tree (the collective term for any protected, designated, or street tree) proposed to be removed. The applicant shall be required, in accordance with the Tree Protection and Management Regulations (PAMC 8.10) and Tree Technical Manual (PAMC 8.10.130), to replace the tree canopy for the six (6) protected trees, in accordance with the tree canopy formula identified in the Tree Technical Manual (TTM, 3.20). If the tree canopy cannot be replaced on-site, the canopy shall be replaced off-site as close to the project site as feasible. If trees are being replaced off-site, the applicant must submit a Tree Planting Plan to the Urban Forestry Division and obtain the Urban Forestry Division's approval of the plan prior to issuance of a building permit. The Tree Planting Plan must include:

- (a) The canopy calculation for trees removed and the number of trees planned to replace them, consistent with the formula identified in the Tree Technical Manual.
- (b) The specific location where the new trees would be planted with specific baseline information about that proposed site (e.g., surrounding vegetation or development).
- (c) The species of trees to be planted.
- (d) Specific planting details (e.g., size of sapling, size of containers, irrigation plan).
- (e) Success criteria,
- (f) Monitoring and maintenance schedule
- (g) Replacement tree planting will be monitored by a qualified arborist.

To verify the success of replacement trees, monitoring shall occur for two years after initial planting. After the two year period, the arborist will determine if the trees are capable of surviving without further maintenance.

- **Archeo-Paleo Mitigation 7-1.** In the event of the unanticipated discovery of subsurface archaeological or paleontological resources during earth-moving operations, the following

measures are recommended to reduce potentially significant impacts on these resources to a less-than- significant level:

1. *Conduct Archaeological/Paleontological Sensitivity Training for Construction Personnel.* The City shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, and a professionally qualified paleontologist, to conduct an Archaeological/Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session will include a written handout and will focus on how to identify archaeological and paleontological resources that may be encountered during earth-moving activities, including the procedures to be followed in such an event, the duties of archaeological and paleontological monitors, and the general steps a qualified professional archaeologist or paleontologist would follow in conducting a salvage investigation if one is necessary.
2. *Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered.* In the event that archaeological resources are unearthed during ground-disturbing activities, the ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find, where construction activities will not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals shall be contacted and consulted, and Native American construction monitoring should be initiated. The City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resources, along with subsequent laboratory processing and analysis.
3. *Conduct Periodic Archaeological Resources Spot Checks During Grading and Earth-Moving Activities in All Sediments.* The City shall retain a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct periodic Archaeological Spot Checks beginning at depths below two (2) feet to determine if construction excavations have exposed, or have a high probability of exposing, archaeological resources. After the initial Archaeological Spot Check, further periodic checks shall be conducted at the discretion of the qualified archaeologist. If the qualified archaeologist determines that construction excavations have exposed, or have a high probability of exposing, archaeological artifacts, construction monitoring for archaeological resources will be required. The City shall retain a qualified archaeological monitor, who meets the qualifications set forth by the U.S. Secretary of the Interior's Professional Qualifications and Standards, who will work under the guidance and direction of a professional archaeologist. The archaeological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill sediments. Multiple earth-moving construction activities may require multiple archaeological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils), the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the project archaeologist.

If subsurface paleontological resources are encountered, excavation shall halt in the vicinity of the resources and a qualified paleontologist shall evaluate the resource and its stratigraphic context. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. During monitoring, if potentially significant paleontological resources are found, "standard" samples shall be collected and processed by the qualified paleontologist to recover micro vertebrate fossils. If significant fossils are found and collected, they shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of material collected and identified shall be provided to a museum repository with the specimens. Significant fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage. A report documenting the results of the monitoring and salvage activities, and the significance of the fossils, if any, shall be prepared. The report and inventory, when submitted to the lead agency, shall signify the completion of the program to mitigate impacts on paleontological resources.

- **Tribal Mitigation 7-2.** In the event that 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 archaeologist and the appropriate Native American tribal representative.

- **Geotech Mitigation 8-1.** As recommended by the project's preliminary geotechnical investigation, prior to City issuance of grading permits for individual project construction components, the City shall be required to retain a registered engineering geologist or geotechnical engineer to prepare detailed, construction-level geotechnical investigations to guide the construction of all project grading and excavation activities.

The detailed, construction-level geotechnical investigations shall be performed for each of the structures proposed for the development site. Subsurface conditions shall be explored and laboratory tests conducted on selected soil samples to establish parameters for the design of excavations, foundations, shoring, and waterproofing. Recommendations from the investigations shall be incorporated into all plans for project grading, excavation, soil support (both temporary and long-term), and utility construction, to the satisfaction of the City Engineer. The detailed, construction-level investigations, relevant recommendations, and all associated project grading, excavation and foundation plans, shall be subject to review and approval by an independent engineering geologist or geotechnical engineer retained by the City Engineer. In addition, the project civil engineer shall certify to the City Engineer (e.g., through plan submittal for City review) that all relevant provisions of the investigations have been incorporated into the grading, excavation and construction plans, and all earthwork and site preparation shall be performed under the direct supervision of a registered engineering geologist or geotechnical engineer.

- **Contamination Mitigation 10-1.** Recommendations included in the Phase II ESA (Stantec, June 8, 2017) shall be implemented, based on construction level project plans when more specific and precise design and construction activities are formulated. The Phase II ESA recommends additional assessment of local and regional groundwater conditions in advance of dewatering activities, combined with, as necessary, evaluation of pertinent and cost effective water management strategies, including preparation of Site Management Plans. Likewise, the project must comply with the City's standard dewatering requirements. This assessment and mitigation process shall be subject to review and approval by the City Engineer.
- **Noise Mitigation 13-1.** To reduce potential noise levels associated construction of the proposed project, the City and/or its designated contractors, contractor's representatives, or other appropriate personnel shall:

Restrict work hours/equipment noise. All work shall be subject to the construction noise and time limits contained in City Municipal Code Chapter 9.10. Construction activities (including deliveries) shall only occur during the following time periods: – 8 AM to 6 PM Monday through Friday; and – 9 AM to 6 PM on Saturday. Construction activities shall be prohibited on Sundays and holidays. The City and/or its contractor shall post a sign at all entrances to the construction site informing contractors, subcontractors, construction workers, etc. of these requirements in accordance with Section

9.10.060(c). The sign shall also provide a name (or title) and phone number for an appropriate on-site and City representative to contact to submit a noise complaint.

Construction equipment care, siting, and design measures. The following construction equipment care, siting, and design measures shall apply during construction activities: – Heavy equipment engines shall be covered and exhaust pipes shall include a muffler in good working condition. Pneumatic tools shall include a noise suppression device on the compressed air exhaust. – All stationary noise-generating equipment such as pumps, compressors, and welding machines shall be shielded and located as far from sensitive receptor locations as practical. At a minimum, such shielding shall consist of a three-sided sound enclosure (with a full or partial roof) that provides for proper ventilation, equipment operation, and effective noise control. The enclosure should be designed to achieve a 10 to 15 dB reduction in stationary equipment noise levels. The design of the enclosure shall be reviewed by a qualified acoustical consultant prior to installation to ensure the enclosure will achieve a minimum 10 dB reduction in stationary equipment noise levels. – The City shall connect to existing electrical service at the site to avoid the use of stationary, diesel- or other alternatively-fueled power generators. – No radios or other amplified sound devices shall be audible beyond the property line of the construction site.

Construction traffic. Construction truck traffic, including soil hauling, equipment deliveries, potential concrete deliveries, and other vendor deliveries shall follow designated delivery routes prepared for the project, which are anticipated to include travel on Oregon Expressway and Birch Road.

Construct/Install Temporary Noise Barrier: The City shall install and maintain throughout the duration of all site preparation, excavation, foundation construction, and building construction activities, one or more physical noise barriers capable of achieving a minimum reduction in predicted construction noise levels of 15.5 dB. Potential barrier options would include: – A concrete, wood, or other barrier installed at-grade (or mounted to structures located at-grade, such as KRail) along the project property line. Such a wall/barrier shall consist of material that have a minimum rated transmission loss value of 25.5 dB (or equivalent rating), and shall contain no gaps in the structure through which noise may pass. – Commercially available acoustic panels or other products such as acoustic barrier blankets installed along the project property line, building envelope or, if feasible and necessary, at or near sensitive residential receptor areas. – Any combination of noise barriers and commercial products capable of achieving a 15.5 dB reduction in construction noise levels at sensitive receptor locations. – Prior to the start of the project, the City may prepare an acoustical analysis that reflects the final site plan, construction activities, equipment use and duration, and refines potential construction noise reductions required for the project. The final type, placement, and design of the project's temporary noise barrier(s) shall be reviewed by a qualified acoustical consultant prior to installation to ensure proper function and a minimum attenuation of 15.5 dBs in construction noise levels.

Prepare Project Construction Noise Control Plan. Prior to the start of construction activity, the City or its contractor shall prepare a Construction Noise Complaint Plan for the project which: – Identifies the name and/or title and contact information (including phone number and email) of the Contractor and City-representatives responsible for addressing construction-noise related issues. Contains a detailed construction schedule and predicted noise levels associated with construction activities. – Includes procedures describing how the construction contractor will receive, respond, and resolve to construction noise complaints. At a minimum, upon receipt of a noise complaint, the Contractor and/or City representative described in the first sub-bullet above shall identify the noise source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint.

Prepare Construction Noise Monitoring Plan. Prior to the start of construction, the City or its contractor shall prepare a Construction Noise Monitoring Plan which identifies: – Construction activities, hours of operation, and predicted construction noise levels; and – Construction noise monitoring locations, duration, and frequency. The intent of the Construction Noise Monitoring Plan is to document updated ambient noise levels, monitor construction noise levels, and verify compliance with the noise reduction requirements in mitigation measure 13-1. If monitoring indicates temporary noise barriers are not achieving a minimum 15.5 dB reduction in construction noise levels or otherwise indicates construction noise is resulting a 10 dB increase in noise levels above ambient conditions, the City shall increase the height, size (length or width), density, and/or amount of noise barriers installed such that attenuation

requirements are achieved. The Construction Noise Monitoring Plan may be combined with and/or incorporated into the Construction Noise Complaint Plan described above.

- **Vibrations Mitigation 13-2.** To reduce potential groundborne vibration levels associated with construction of the proposed project, the City and/or its designated contractors, contractor's representatives, or other appropriate personnel shall:

Prohibit Vibratory Equipment. The City shall prohibit the use of large vibratory rollers (small plate compactors are acceptable) and vibratory pile driving equipment during construction. Any deep foundation piers or caissons shall be auger drilled.

Provide Notice to Adjacent Property Owners / Occupants. Five (5) days advanced written notice shall be provided to adjacent property owners and building occupants before commencing all drilling and significant earthmoving activities within 65 feet of adjacent buildings. The notice shall provide the name (or title) and contact information (including phone number and email) of the Contractor and City representatives responsible for addressing construction vibration-related concerns.

Prepare Vibration Mitigation Plan. Prior to the start of construction activity, the City or its contractor shall prepare a Construction Vibration Response Plan for the project which: – Identifies the name and/or title and contact information (including phone number and email) of the Contractor and City-representatives responsible for addressing construction vibration-related issues. – Contains a detailed schedule of drilling and substantial earth moving activities expected to occur within 65 feet of adjacent buildings. – Includes procedures describing how the construction contractor will receive, respond, and resolve to construction vibration complaints. At a minimum, upon receipt of a vibration complaint, the Contractor and/or City representative described in the first sub-bullet above shall identify the vibration source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint by reducing groundborne vibration levels to less than 75 VdB and 0.04 in/sec PPV. Such measures may include the use of nonimpact drivers, use of rubber-tired equipment instead of track equipment, or other measures that limit annoyance from groundborne vibration levels.

Operational Noise Mitigation 13-3. To reduce potential stationary source noise levels associated with the operation of the proposed project, the City and/or its designated contractors, contractor's representatives, or other appropriate personnel shall:

Site equipment away from residential areas. Garage ventilation fans and public safety building generators, fire pumps, and heating and air conditioning equipment shall be located outside of setbacks and screened from view from residential areas.

Enclose and/or Shield Stationary Noise Generating Equipment. The City shall enclose, shield, baffle, or otherwise attenuate noise generated from garage ventilation fans and public safety building generators, fire pumps, and heating and air conditioning equipment. The attenuation achieved through such enclosure, shielding, and/or baffling shall be sufficient to comply with Section 9.10.050(a) of the Municipal Code, which is estimated to be 78.2 dBA.

Prepare Acoustical Study. In accordance with Chapters 9.10 and 18.23 of the Municipal Code, the City shall have an acoustical analysis prepared by a licensed acoustical engineer that demonstrates: – The proposed parking garage's generator would comply with the requirements of the City's Noise Ordinance (Section 9.10.050, as excepted). – The proposed parking garages ventilation fans would not result in a calculated Ldn of 63.0 at sensitive residential receptor locations. – The proposed public safety building fire pump, back-up generator, and heating and air conditioning equipment would comply with the requirements of the City's Noise Ordinance (Section 9.10.050, as excepted) and would not result in a calculated increase of more than 3.0 dB Ldn at sensitive receptor locations. The acoustical analysis shall be based on the final project design, reflect the actual equipment type and location at the project site, and the actual noise enclosure, shielding, or other attenuation measures included in the final project design. If the acoustical study demonstrates the noise levels from these sources would be at or within 5 dB less than the Noise Ordinance limits, the City shall demonstrate through monitoring that the equipment complies with the anticipated noise levels.

SECTION 7: Approval Conditions for Public Safety Building

Planning Conditions:

1. The project shall be in substantial conformance with the approved plans and related documents received -----, except as modified to incorporate these conditions of approval.
2. The Conditions of Approval document shall be printed on all plans submitted for building permits related to this project.
3. All future signage for this site shall be submitted for Architectural Review.
4. 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.

Transportation Conditions

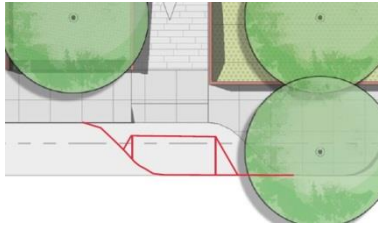
A. The following comments are required to be addressed prior to Planning entitlement approval:

1. Planset Scale: The scale of the architectural sheets within the PDF copy of the latest planset does not match the scale bar shown on the sheets. Please correct.
2. BICYCLE PARKING: On revised plans, please identify the quantity, location, and design of proposed long and short term bicycle parking facilities. Short-term bicycle parking consists of bicycle racks and several options are available to provide secure, long-term bicycle parking including lockers and secure parking rooms. Detailed design standards may be found in Palo Alto Municipal Code (PAMC) Chapter 18.54.060. The following minimum bicycle parking supply standards apply for this project, but additional spaces may be desired to achieve trip reduction targets required as part of the Transportation Demand Management (TDM) program, encourage healthy commute alternatives, and serve the public.

Public Safety Building Bicycle Parking Requirement	
Spaces	Class: Long Term (LT); Short Term (ST)
1 per 2,500 sf gross floor area	60% LT 40% ST

3. OFF SITE IMPROVEMENTS: Revise civil and architectural site plans to address the following:
 - a. Show the shortening/modification of the Birch Avenue median on Civil plans to the extent necessary to remove vertical barriers within the marked crosswalk.
 - b. Increase the curb corner radius of the Birch Street/Sheridan Avenue to at least 15-feet. Retain the directional curb ramps, if possible. The geometry should allow for an SU-30 design vehicle turning from WB Sherman Avenue to NB Birch at "crawl" speed. The vehicle may partially straddle the centerline of Sherman to complete the turn.
 - c. Design the reverse curves for the bulb outs per the attached drawing.
 - d. The Civil site plan appears to have some drafting errors where proposed curblines do not overlap with existing curb locations, implying a change in roadway geometry. This is particularly of concern on the Park Boulevard frontage, where the new curb appears to be offset 3-4 feet from the existing curb. Please correct errors. The curb location on Park Boulevard should not be changed from existing conditions.
 - e. Consider removing the bulb-out within Jacaranda Lane which channelizes EB traffic into the garage and substitute with a device that achieves the intended traffic control but permits greater flexibility for potential future circulation changes.

- f. At the one-way outbound service yard driveway to Sherman Avenue, adjust the curb line to maximize the width of level sidewalk area outside the sloped driveway apron. Example:



4. **PARKING FACILITY DESIGN:** Please revise the project plans to address the following parking facility design standards. Please refer to chapter 18.54 of the Palo Alto Municipal Code (PAMC) for a complete list of parking design requirements.
- Show typical parking lot aisle, driveway, and stall widths. Verify plans are drawn to the scale indicated on the sheet.
 - Driveway Widths:** Verify the proposed parking garage ramps meet minimum horizontal width requirements shown in PAMC 18.54. Exclusive of parking lot aisles adjacent to parking stalls, two-way garage ramps shall be at least 18-feet wide; two-way driveways 20-feet; and one-way driveways 12-feet. It appears the Sherman Avenue garage ramp may be less than 18-feet at the garage entry portal/door frame.
 - Garage ramp grades and vertical clearances:** Demonstrate the proposed garage ramps meet design standards for slopes and transition areas shown in PAMC 18.54.070 Figure 5. Label: grade break locations, and ramp slopes.
 - Clear sight triangles.** A 4-foot by 6-foot clear sight triangle is required at all site driveway exits to public streets per PAMC 18.54.070 Figure 6. The area of the triangle shall not contain any vertical obstruction greater than three feet, nor landscaping greater than two feet, above driveway grade. The driveways approaching Sherman Avenue do not appear to meet this requirement.

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 not required to be addressed prior to the Planning entitlement approval:

- TRANSPORTATION DEMAND MANAGEMENT:** The applicant shall prepare a Transportation Demand Management (TDM) plan for review and approval by the Director of Planning and Community Environment prior to the issuance of building permits. The TDM plan shall include measures and strategies to achieve evening peak hour a trip reduction of target of 35%. The TDM plan shall include a monitoring plan to assess compliance with the required target. Where the monitoring reports indicate that performance targets are not met, the director may require program modifications and may impose administrative penalties if identified deficiencies are not addressed within six months.

Building Conditions

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.:

- site-specific soils report will be required to be submitted for the building construction permit.
- For new Non-Residential construction of any size, CALGreen Mandatory + Tier 2 requirements are required per PAMC16.14.430, Section A5.106.5.3.3. The following standards apply:

- For the employee parking on Basement Level 2, the property owner shall provide Conduit Only, EVSE-Ready Outlet, or EVSE Installed for at least 25% of parking spaces, among which at least 5% and no fewer than one, shall be EVSE Installed. Please indicate on the plans the location of the EVSE-Ready and EVSE Installed spaces.
 - Accessible spaces. Projects shall comply with the 2016 California Building Code requirements for accessible electric vehicle parking. Show the location of the required EVSE accessible spaces. (CBC 11B-228.3, 11B-812)
 - Minimum total circuit capacity. The property owner shall ensure sufficient circuit capacity, as determined by the Chief Building Official, to support a Level 2 EVSE in every location where Circuit Only, EVSE-Ready Outlet or EVSE Installed is required.
 - Location. The EVSE, receptacles, and/or raceway required by this section shall be placed in locations allowing convenient installation of and access to EVSE. Location of EVSE or receptacles shall be consistent with all City guidelines, rules, and regulations.
- For new Non-Residential construction of any size, CALGreen Mandatory + Tier 2 requirements are required per PAMC 16.14.080. The Green Building Checklist “GB-1 Non-Residential Mandatory Plus Tier 2” sheet is required for the building permit. The GB-1 Mandatory + Tier 2 sheet can be downloaded from the City’s website address: http://www.cityofpaloalto.org/gov/depts/ds/green_building/compliance.asp

Public Works Engineering Approval Conditions

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. **STORM WATER TREATMENT:** This project shall comply with the storm water regulations contained in provision C.3 of the NPDES municipal storm water discharge permit issued by the San Francisco Bay Regional Water Quality Control Board (and incorporated into Palo Alto Municipal Code Chapter 16.11). These regulations apply to land development projects that create or replace 10,000 square feet or more of impervious surface, and restaurants, retail gasoline outlets, auto service facilities, and uncovered parking lots that create and/or replace 5,000 square feet or more of impervious surface. In order to address the potential permanent impacts of the project on storm water quality, the applicant shall incorporate into the project a set of permanent site design measures, source controls, and treatment controls that serve to protect storm water quality, subject to the approval of the Public Works Department. The applicant shall identify, size, design and incorporate permanent storm water pollution prevention measures (preferably landscape-based treatment controls such as bioswales, filter strips, and permeable pavement rather than mechanical devices that require long-term maintenance) to treat the runoff from a “water quality storm” specified in PAMC Chapter 16.11 prior to discharge to the municipal storm drain system. Effective February 10, 2011, regulated projects, must contract with a qualified third-party reviewer during the Building permit review process to certify that the proposed permanent storm water pollution prevention measures comply with the requirements of Palo Alto Municipal Code Chapter 16.11. The certification form, 2 copies of approved storm water treatment plan, and a description of Maintenance Task and Schedule must be received by the City from the third-party reviewer prior to grading or building permit issuance by the Public Works department and MUST be submitted before 06/30/2019.
2. 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.

3. **BASEMENT SHORING:** Shoring for the basement excavation, including tiebacks, must not extend onto adjacent private property or into the City right-of-way without having first obtained written permission from the private property owners and/or an encroachment permit from Public Works.
4. **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 light-wells, patios or stairwells. This system consists of a sump, a sump pump, a backflow preventer, and a closed pipe from the pump to a dissipation device onsite at least 10 feet from the property line, such as a bubbler box in a landscaped area, so that water can percolate into the soil and/or sheet flow across the site. The device must not allow stagnant water that could become mosquito habitat. Additionally, the plans must show that exterior basement-level spaces are at least 7-3/4" below any adjacent windowsills or doorsills to minimize the potential for flooding the basement. Public Works recommends a waterproofing consultant be retained to design and inspect the vapor barrier and waterproofing systems for the basement.
5. **DEWATERING:** Proposed basement/underground garage excavation may require dewatering during construction. Public Works only allows groundwater drawdown well dewatering. Open pit groundwater dewatering is disallowed. Dewatering is only allowed from April 1 through October 31 due to inadequate capacity in our storm drain system. The geotechnical report for this site must list the highest anticipated groundwater level; if the proposed project will encounter groundwater, the applicant must provide all required dewatering submittals for Public Works review and approval prior to grading permit issuance. Public Works has dewatering submittal requirements and guidelines available at the Development Center and on our website: http://www.cityofpaloalto.org/gov/depts/pwd/forms_and_permits.asp
6. **SWPPP:** The proposed development will disturb more than one acre of land. Accordingly, the applicant will be required to comply with the State of California's General Permit for Storm Water Discharges Associated with Construction Activity. This entails filing a Notice of Intent to Comply (NOI), paying a filing fee, and preparing and implementing a site specific storm water pollution prevention plan (SWPPP) that addresses both construction-stage and post-construction BMP's for storm water quality protection. The applicant is required to submit two copies of the NOI and the draft SWPPP to the Public Works Department for review and approval prior to issuance of the building permit. Also, include the City's standard "Pollution Prevention - It's Part of the Plan" sheet in the building permit plan set. Copies are available from Public Works at the Development Center.
7. **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.
8. **PAVEMENT:** Sherman, Birch, and Park were recently resurfaced -- these streets are under a moratorium. Any cutting into the pavement will trigger additional pavement requirements. Add the following note to the Site Plan: "Applicant and contractor will be responsible for resurfacing portions of Sherman, Birch and/or Park based the roadway surface condition after project completion and limits of trench work. At a minimum pavement resurfacing of the full width of the street along the project frontage may be required." Plot and label the area to be resurfaced as hatched on the site plan.

9. Based on the City's GIS there may be plume monitoring wells within the project site. Typically these wells are maintained by Santa Clara Valley Water District (SCVWD). The proposed work shall not destroy any of the monitoring well or affect the function and use of these. Contact SCVWD to verify the well location. Plot and label them on the plans and provide notes to protect wells as required by the district.
10. 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 grading and building permit issuance.** The City will inspect the treatment measures yearly.

Utilities Water Gas Wastewater Conditions

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 plans are to be updated per the WGW review comments issued 10/18/2017.
2. The applicant shall submit a completed water-gas-wastewater service connection application - loadsheet per unit for each unit on the property for City of Palo Alto Utilities. The applicant must provide all the information requested for utility service demands (water in fixture units/g.p.m., gas in b.t.u.p.h, and sewer in fixture units/g.p.d.). The applicant shall provide the new total loads
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.
4. The applicant shall submit improvement plans for utility construction. The plans must show the **size** and location of all underground utilities within the development and the public right of way including meters, backflow preventers, fire service requirements, sewer mains, sewer cleanouts, sewer lift stations and any other required utilities. Plans for new wastewater lateral need to include new wastewater pipe profiles showing existing potentially conflicting utilities especially storm drain pipes electric and communication duct banks. Existing duct banks need to be daylighted by potholing to the bottom of the ductbank to verify cross section prior to plan approval and starting lateral installation. Plans for new storm drain mains and laterals need to include profiles showing existing potential conflicts with sewer, water and gas.
5. 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.
6. The gas service, meters, and meter location must meet WGW standards and requirements
7. 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.

8. 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.
9. 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.
10. 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.
11. All existing water and wastewater services that will not be reused shall be abandoned at the main per WGW utilities procedures.
12. 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.
13. Trees may not be planted within 10 feet of existing water, gas or wastewater mains/services or meters; lesser distances require a permanent impermeable root-barrier a minimum of 3ft horizontal from water, gas and wastewater services/mains/meters .
14. All utility installations shall be in accordance with the City of Palo Alto current utility standards for water, gas & wastewater.

Utilities Electrical Conditions

1. Main electric panel shall be at grade and outdoor. The proposed design shall have the location of the main electric panel.
2. The proposed building is two stories deep which might require long tie-back to reinforce the shoring walls. Applicant shall work with Electric Utility prior to driving these tie-backs onto Jacaranda and part of Sherman and Birch to avoid hitting the high voltage electric conduits. Applicant shall pot hole where close to these conduits and electric equipment.
4. No tree drip-line near electric equipment (including conduits).
6. The point of electric power connection to feed the new building at 350 Sherman is one of the following: MH 1610 (manhole 1610), Vault 1609, LB3470 or SW 3469
8. The point of connection for fiber is a communication box near transformer 5264.

Public Works Water Quality (Storm water Management) Conditions

1. Submit and follow the "Pollution Prevention – It's Part of the Plan" construction BMP sheet during life of project with the building permit set.
2. Use rain capture device at the demonstration garden and include description in interpretative signage.
3. Highly consider using rain chains or similar along vines and other walls/building corners.
4. Storm drain/drop inlets

- Inlets should be labeled with a 'Flows to Adobe Creek' message.

5. Stormwater treatment measures

- Consider using low-maintenance permeable pavers in the plaza to be part of the demonstration area. Appropriate specs must be followed.
- 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.
- 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.
- Must meet all Bay Regional Municipal Regional Stormwater Permit requirements.
- 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
- 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.
- Install an interpretive sign regarding stormwater treatment and pollution prevention. Contact Pam Boyle Rodriguez, Stormwater Program Manager, at (650) 329-2421 regarding this text.

6. Bay-friendly Guidelines (rescapeca.org)

- 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 to the building plans.
- Avoid compacting soil in areas that will be unpaved. Add this bullet as a note to the building plans. Add this bullet as a note to the building plans.

7. Stormwater quality protection

- Trash and recycling containers must be covered to prohibit fly-away trash and having rainwater enter the containers.
- Drain downspouts to landscaping (outward from building as needed).
- Drain HVAC fluids from roofs and other areas to landscaping.
- 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.:

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 16.09.055 Unpolluted Water

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

3. 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.

4. 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.

5. PAMC 16.09.180(b)(5) Condensate from HVAC

Condensate lines shall not be connected or allowed to drain to the storm drain system.

6. 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.

7. 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

8. 16.09.180(12) Mercury Switches

Mercury switches shall not be installed in sewer or storm drain sumps.

SECTION 8. 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 9. 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:

Those plans prepared by RossDrulisCusenbery entitled 'ARB Submittal City of Palo Alto Public Safety Building 250 Sherman Ave' received September 5, 2018.

Palo Alto Public Safety Building

Palo Alto Public Safety Building -- ARB Formal Review

PROJECT DESCRIPTION

The Palo Alto Public Safety Building (PSB) and California Avenue Garage project occupies two city blocks at the intersection of Sherman Avenue and Birch Street, and represents Palo Alto's largest investment in municipal infrastructure since the construction of City Hall. During the initial study session in June of 2017, the ARB reviewed three uniquely different approaches to building this new civic complex. In summary review, these previous schemes were: *Screening/Greening*, which proposed to veil public safety building and public parking garage in a naturalized setting to reduce their visual presence and secure vulnerable openings; *Dynamic Massing*, which proposed to break down building massing by modulating the building volumes to make the two-block project appear smaller, more intimate and visually dramatic; and, *Simple Civic*, which proposed a dignified and semi-formal visual presence to create a confident, approachable and community-scaled civic image for Public Safety. The ARB had an opportunity to offer input about the design opportunities inherent in each concept and provide direction to the design team on how best to further refine the design as the project progresses; a summary of all comments and comprehensive responses are included in the *Comments & Responses Table* in the body of the submittal. During this same time frame, the three options were also presented to the building's user groups, and some community representatives. Overall comments were documented and addressed. The current proposal has emerged from this process.

00 OVERVIEW

The **Public Safety Building (PSB)** at 250 Sherman Ave, is located on the City's existing surface Parking Lot C6. The PSB is approximately a 46,000 square-foot, three-story police station and fire/police administration building. The PSB includes two full-block subterranean floors of police parking and operations, and shares its parcel with smaller operational accessory buildings, a secure operational yard, and a public plaza. The PSB has generous setbacks from its property lines, a standoff perimeter that offers both security and community design benefits. The PSB is a secure, essential services facility that will be designed to support and protect the critical operations that occur inside. The design of the PSB requires the careful balancing of transparency and solidity.

As a law enforcement and emergency response building, there are a series of *specialized building and site design* accommodations that design of the PSB is required to meet. No unscreened vehicle may come within 20'-0" of the building, requiring a security setback that is enforced with perimeter vehicle barriers. The subterranean parking for Patrol vehicles must have two separate vehicular exits onto two unique streets in the event that one street is obstructed in some way (flooding, protest, fire, or other obstructing hazard). Site design should follow CPTED (*Crime Prevention Through Environmental Design*) best practices. Windows and openings are to be protected from line-of-sight vulnerabilities, resulting in careful placement and type of windows, types of visual screening, quantity of openings. Outdoor programmatic areas must be secured

Palo Alto Public Safety Building

and screened from view to protect critical operations. The project will include facility resiliency, redundancy and hardening strategies which when deployed will enable the PSB to remain operational after a major disaster.

The **Parking Garage (Garage)** at 350 Sherman Ave, was previously approved by the ARB and is currently under building permit review. The new garage will be located on the City's existing surface Parking Lot C7. The parking garage is a four-story above grade and two-story below grade, 636 stall public parking structure serving the parking needs of the California Avenue business district. The parking structure fills its site to nearly the property lines and utilizes strategies such as a cascading exterior grand staircase and landscaped setback (on Birch Street), and a pedestrian lobby at Birch Street to provide scale-mitigating site amenities. The height of the California Avenue Garage will be approximately 49'-0" above sidewalk level to top of roof-mounted photovoltaic panels. As a public-serving amenity, the garage's key design imperatives include ease of wayfinding, generosity toward the pedestrian environment, and a perimeter skin that offers an appropriate visual character when viewed by its neighbors.

01 GENERAL CONCEPTS

The proposed design creates a distinctive civic identity through a series of prominent civic markers nested within an understated backdrop of rich landscaping and informal visual textures. The overall building volumes are de-emphasized, receding in deference to the smaller-scale, dynamic and colorful *civic points-of-contact*. Each colorful accent highlights an archetypal urban moment—entry, arcade, plaza, gateway, grand staircase—reinforcing and elevating civic instances like arrival, orientation, entry, protection, repose and connection with nature. The project's visual palette draws upon Palo Alto precedents: the terra cotta and off-white materials of the City's historic buildings coupled with the formal invention of its modernist landscape past, all reworked and updated to address contemporary urban design priorities.

The PSB and Parking Garage designs embrace the unique qualities of the California Avenue district. This neighborhood's defining characteristics include: an eclectic mix of scales, materials, uses and styles; significant local investment in quality of design and materials; sensitivity to the pedestrian public realm; and, a "gateway" quality along Birch Street frontage based on existing patterns of pedestrian and vehicular circulation. and embody these characteristics. The PSB and Garage find expression for each of these qualities. The new buildings feature a mixture of scales, from multi-block gestures to small-scale and intimate points-of-contact. The materials palette is based on high-quality local historic precedents—terra cotta, finely detailed concrete. The public realm is reinforced through civic amenities such as arcades, a grand staircase, and an enveloping plaza environment, even overlapping into the PSB entry lobby and multi-purpose room. The PSB and garage designs emerge from and contributes to the uniqueness of the California Avenue Business district.

Palo Alto Public Safety Building

02 SITE DEVELOPMENT

The PSB and Garage sites create several diverse pedestrian environments with character and uses based on location. The main focal point is a plaza zone that bookends the two sides of Birch Street; the east plaza in front of the PSB—the larger of the two—accommodates a variety of pedestrian activities in small- to medium-sized groupings, while the plaza on the west side of Birch primarily accommodates seating and shade for individual passive activities. The Park Blvd. and Ash Street frontages are focused on accommodating generous pedestrian movement to and from California Avenue, wide sidewalk areas for people walking together as a group (as is common during the lunch hour rush). Sherman Avenue does not experience as much pedestrian activity, and has been designed for quiet, passive shaded seating. Jacaranda Alley is a low pedestrian-use area as well and has been designed to support and reinforce the mid-block *paseos* that connect the alley to California Avenue. The Jacaranda frontage of the PSB has a solid wall along its length that serves as both a vehicle barrier and security screen; this wall has been elaborated with vines, and setback seating to mitigate its presence and offer visual and furniture amenities for the alley neighbors. From a street lighting standpoint, all the pedestrian areas will be lit with a low-level, focused pedestrian lighting that reinforce the intimate and small-scale aspects of the plazas/streets, avoid light-pollution, and reinforce the civic character of the facilities.

Vehicular movement is a key consideration in the site development of these two blocks. Due to its lower pedestrian volumes, Sherman Avenue will be the primary vehicular activity zone, with patrol vehicles entering off Sherman. The staff vehicle ramp will be located on Jacaranda lane. The primary building entries for both the PSB and the Garage are oriented toward the Birch Street plaza zone. The PSB entry is a single -story pavilion scaled to match the deep setback of the PSB plaza and is approached through a generous civic staircase and ramp. The Garage has a dramatic exterior staircase that animates the plaza side of the garage with pedestrian movement. These building entrance orientations reinforce the plaza zone with pedestrian access and movement. Staff entry to the PSB will be adjacent to the emergency vehicle-only curb cut-out along Sherman.

The site design has also been influenced by input from city agencies as part of the DRC design review process. Meetings with DRC, design revisions based on input from various City departments (Planning, Transportation, etc.) including:

PSB:

- The 10'-0" high security wall along Jacaranda was moved further away from the property line to provide a continuous sidewalk and meet the 10' planning setback requirement.
- A Design Enhancement Exception (DEE) will be required for portion of alley-facing Concrete wall taller than 4'-0"
- PF Zone exception will be required for the basement parking at PSB
- The entry alignment of the Birch Street ramp has been shifted to connect with Jacaranda
- Sidewalk curb locations have been adjusted and pedestrian crossing bulb-outs have been added

Palo Alto Public Safety Building

- The provision for native trees has been increased to 25% overall
- The Birch street median will be shortened slightly @ Sherman to facilitate pedestrian crossing

03 MATERIAL RELATIONSHIPS AND ARCHITECTURE

Formally, the PSB and Garage exterior designs combine to create a consistent approach to the public realm, yet, each of the buildings retain an independent aesthetic identity. The PSB is the more civic of the two projects and is designed to convey the dignity and importance of the functions housed within. The Garage has a more deferential presence, with its large volume downplayed through massing and screening strategies, and deferring to the civic moments it can offer—a grand staircase, an arcade and various public art sites. The two buildings work in tandem to create a dramatic framing of the Birch St. right-of-way and a generous pedestrian realm.

The PSB and Garage share a material palette for what are called the civic *points-of-contact*. These exceptional moments—entry portal, grand staircase, arcade, pedestrian seating, overarching canopies—share a palette of *terra cotta*, a material/color consistent with Palo Alto precedents. It is a color that helps elevate the visual impact of these *points-of-contact* by creating dramatic visual accents. The two buildings also share an understated palette for the remainder of the buildings, favoring quiet, restrained surfaces that are animated through texture and subtle massing strategies.

PSB:

The PSB massing is based on the articulation of a simple three-story rectangular volume. This volume is elaborated through a series of additive, subtractive and textural strategies. Subtractively, the volume is eroded utilizing: glass revealing a public staircase at Birch/Sherman; carve-outs at a Level 02 exterior deck; a glazed ground level along the Birch Street plaza referential to the consistent storefront porosity of California Ave; and, generous window areas for key programmatic functions (such as the publicly accessible Multi-purpose Room). The additive massing components include: a dramatic canopy at the roofline of the building that inflects toward the main public plaza; site security walls articulated as though the building base has “slipped out” and extended over the site.

The primary exterior material for the PSB is in cast-in-place concrete. This material provides for the stringent ballistic resistance requirements as well as the desired durability and aesthetics. The terra cotta concrete panels have a rough, board formed texture. Additional exterior materials include clear glass; painted steel at overhangs, color-coded as “civic” elements, as described above; and, Porcelain tile mixed with glass at the third floor

The building requires a 135’ high telecommunications tower. This element will be integrated into the building by providing a roof-mounted monopole. This element visually relates to the pattern of verticals in the exterior design. Mounting it to the building will improve its overall visual integration.

Overall, the PSB design provides an operationally responsive, high-security environment required of a law enforcement and emergency response building but does so without visible fortressing.

Palo Alto Public Safety Building

04 LANDSCAPE STATEMENT OF DESIGN INTENT

The project includes the landscape at two central parcels of the busy commercial area surrounding the new Public Safety Building and the Parking Structure.

Public Safety Building: The landscape of the PSB occupies a full block with four unique frontages. Each orientation has distinct programmatic demands, yet the overall landscape shares a family of elements and a vocabulary of streetscape, plantings and furnishings. The landscape reinforces the role of the PSB site as 1) a good neighbor, 2) a promoter of diverse activities, and 3) a symbol of community policing. The landscape also provides a great civic amenity and enhanced streetscape for this vibrant commercial center. The landscape is seen as a protective envelope that provides color, texture and contact with nature, and serves as a space for civic functions and public use.

Birch Street is a gateway into the California Avenue Business District and the sidewalk street trees reinforces this role. The plaza on the Birch Street frontage marks the main entry to the Public Safety Building with an open and welcoming civic space. The Plaza is approximately 5,000 square feet, fronts the Birch Street sidewalk, and provides places for people to sit, eat, socialize and pass through on their way to the California Avenue business district. The plaza steps leading to the entry of the PSB provide a plinth for the building as a clear forecourt to the PSB.

The PSB plaza features a low stone wall, a series of natural stone bollards and a large raised planter that provides landscaping soil and plantings otherwise absent due to the parking structure directly below. The stone wall and bollards provide a security barrier to vehicles, while providing a natural material that demarcates entry into the public plaza. This large civic-scaled planter is shaped to invite passage from the direction of California Ave. The plaza area is bordered to the southwest by a double row of trees that reinforces the pedestrian realm and provides shade for the sidewalk and for seating within the plaza. A diversity of seating types – built-in, planter edge, and moveable units—characterize the furnishings. The plaza paving is a variable pattern of stone or pre-cast concrete, differentiated from the field paving to accent building entry, community room, and an inside/outside flow into the lobby. The paving within the seating areas in the planting bands is a smaller, intimate scale. Fixed furnishings support the light poles within the plaza and function as discrete vehicular barriers. The fixtures are tapered poles with multiple heads providing a tree-like motif that drifts through the plaza. Site furniture-integrated lights supplement the poles lights for visual variety. The plaza planting is purposefully designed as a “demonstration” garden highlighting plants for water conservation and provision of habitat - for example California native pollinator species, native grasses, drought tolerant succulents, and native meadow rain garden planting palettes. Educational signage is intended to further explain and enhance the plantings.

The remaining frontages demonstrate an equivalent attention to the public realm. Sherman Avenue and Park Avenue frontages feature a double row of street trees, utilizing raised planters where needed due to parking structure below; the profile of the raised planters varies to create nested seating areas and provide raingardens for storm water treatment. Jacaranda Lane features a raised garden courtyard secured for PSB staff; this walled garden has a mounded grove of trees, vine-covered walls along the perimeter, and benches within gravel pathways. The Jacaranda Lane side of the security wall also features vine plantings and lighting to create a safe and greened passageway. The Birch Street, Sherman Avenue and Park Avenue frontages have pedestrian pole lights and planter mounted landscape lights to provide safe and attractive passage around the perimeter of the PSB.

Palo Alto Public Safety Building

The general street tree planting strategy around the PSB frontages is to select species that will thrive in an urban environment, provide appropriate architectural emphasis and scale on each of the three frontages, and have relatively low maintenance and water requirements. The selection also prioritizes the use of native species where appropriate. Specifics:

- On Birch Street the priority attributes include a larger shade tree (> 40 ft. height and >30' width) that will frame Birch Street on east and west sides creating a gateway to California Avenue. The tree should generally have a spreading, vase-shaped canopy, relatively fine to medium textured foliage, and providing bright green foliage coupled with dense shade. The preferred species is a variety of Chinese Evergreen Elm (*Ulmus parvifolia*).
- The Birch Street median provides a setting for three large shade trees with a priority for providing a tree that is differentiated from those on the sidewalks. The attributes of this tree may include a broad canopy as it has room horizontally over the street. With a preference for a large, native tree a potential preferred species is Valley Oak (*Quercus lobata*).
- On Sherman Avenue the desirable attributes include a south-east exposure, with larger shade trees to provide summer shade and a more open canopy in winter. Ideally we would create continuity from the Garage site across Birch Street along Sherman and plant a tree or trees that provide a large canopy over 50' height. The preferred species are considered to be London Plane (*Platanus x acerifolia*), alternating with California sycamore (*Platanus racemosa*) to provide diversity and a native species.
- On Park Boulevard the trees have horizontal space and good exposure in all directions. They will be functioning to screen the operations yard from residences across Park Blvd. The scale of these trees should be medium to large, with a more spreading canopy form. The potential species include Linden, Cork Oak, Sweet Gum, and London Plane.
- On the north side of the building there is an enclosed employee courtyard that will have tree plantings. Trees here should be shade tolerant, provide an intimate architectural setting, be of a medium to small scale with a spreading canopy, and provide screening of the buildings to the north from the office spaces above. Potential species include Japanese Maple, Silk Tree, Crape Myrtle, Redbud, or Flowering Plum.

All trees shall be planted at 24" box size and Silva Cell systems shall be installed under sidewalk area and over structure to expand tree root volume and ensure long-term health of trees. Average extent of Silva Cell system components shall be from back of curb to full width of sidewalk and connecting all tree plantings using Silva Cell 2 for Streetscapes.

The understory plantings around the PSB include the following typologies: Native and Ornamental Grass palette, California Native and Flowering palette, Succulents and Companion drought tolerant palette, Rain Garden Meadow palette, and Vertical palette of vine plantings. In the plaza the Native and Ornamental Grass palette, the California Native and Flowering palette, and the Succulents and Companion will be planted in the large raised planters that frame the spaces in the plaza. Species may include grasses such as *Muhlenbergia*, *Leymus*, *Lomandra*, and *Sesleria* and flowering plants with aerial flowers and long seasonal bloom for example *Salvia*, *Yucca*, *Knifophia*, *Anigozanthos*. Succulents that may be planted include *Aloe*, *Aeonium*,

Palo Alto Public Safety Building

Echevaria, and Sedum. The plantings along Sherman Avenue and Park Avenue will be in a series of elevated planters alternating between the Rain Garden palette for storm water treatment and California Native and Flowering Palette. The plant palettes will be characterized by meadow-like plantings with accent plants that flower, add texture, and have increased habitat value for insects, hummingbirds and butterflies, these may include Rushes, Native Poppies, Salvias, California Fuschia, Cistus, Baccharis and others. On all of the frontages there are opportunities for vertical plantings of a diversity of vines including Thunbergia, Jasminum, Solanum, Distictus (Trumpet Vine) and Ficus (Creeping Fig) among others.

The irrigation strategy throughout the is to provide a fully automated irrigation system that is weather controlled and uses water conserving low flow irrigation heads and drip irrigation where appropriate. Controllers and backflow preventers are intended to be located in interior locations when possible in vandal proof enclosures screened by landscaping.

Palo Alto Public Safety Building and California Ave Parking Garage

Palo Alto, California

Palo Alto Public Safety Building and California Avenue Parking Garage

SUPPLEMENTAL NARRATIVE – Public Safety Building

00

Public safety represents a diverse range of activities and responsibilities. The police and fire departments, along with the office of emergency management, oversee prevention, enforcement, rescue, outreach, education, monitoring, and a range of other critical activities. Public safety duties are dynamic, watchful, protective, engaged, helpful, serious, unpredictable.

Palo Alto's California Avenue neighborhood—the context for the City's new Public Safety Building (PSB)—boasts of a character equally diverse and fluid. The commercial and civic neighborhood conflates a plurality of styles, scales, eras and characteristics. Over-scale civic and office buildings abut fine-grain historic commercial fabric, right angles clash with diagonals, small local businesses stand national chains. The neighborhood defies singular characterization; it displays this diversity and vibrancy proudly.

The design for the new Palo Alto Public Safety Building draws inspiration from these diversities. It is a building with a plurality of characteristics—operational and symbolic—that weave together to create a dynamic, integrated, programmatically and contextually responsive civic building. In this project, the civic lies in the negotiation of difference and diversity. Eschewing hierarchy, this project lifts, gestures, embraces, opens, inflects, reaches and glows in a dynamic balance of multiple qualities.

01

RELATIONSHIPS

The new PSB is a composition of relationships. Warm materials and varied spaces weave together in a dynamic sequence of experiential vignettes. This building is the opposite of monolithic: relationships change continuously as one traverses the building. These interplays are intimate and pedestrian-scaled, accessible to touch and direct experience. The personality of the building emerges from these dynamic interplays, coasting from welcoming to protective, inviting, shady, comfortable, colorful, civic, generous, supportive, engaged, mysterious, firm.

02

A COMPOSITION OF THREE

The varied building elements are distilled into three analogues: *Context*, *Mission*, and *The Public*. Each boasts its own unique material palette:

Palo Alto Public Safety Building and California Ave Parking Garage

Palo Alto, California

Context. The legacy and historic scale of the California Avenue neighborhood is important to acknowledge. By symbolically quoting the two-story scale with a stone-like volume, the PSB evokes this historic fabric and speaks directly to its neighbors. The sand-colored porcelain tile suggests gravity and permanence, evoking the legacy of the historic township of Mayfield.

Mission. The public safety mission is regional and expansive; in this design, the PSB mission is beacon and light. Clear glass and polished white porcelain—poised above the two-story sand-colored volume—reflect sky, glow at night.

The Public. The intimate experience of the individual weaves the project's elements together. An intimate, visceral terra-cotta tinted board-formed concrete building base inflects, and expands to support a pedestrian-scale topography of seating, canopies, landscaping, and protection. With vertical gestures and key symbolic junctures—the building entry, the communications tower--this terra-cotta realm provides a sense of belonging.

03

The dynamic composition of materials and spaces converge at the point of entry to the building. The *context* volume lifts, the *beacon* becomes transparent, and the terra-cotta realm reaches out to invite *the public* inside.

ATTACHMENT H

Hardcopy plans to ARB Members and Libraries only

Project plans and the Environmental Impact Report can be reviewed at

<https://www.cityofpaloalto.org/PublicSafetyBldg>

and on Palo Alto Building Eye at this location:

<https://paloalto.buildingeye.com/planning>

ATTACHMENT E
ZONING COMPARISON TABLE
250 Sherman Avenue
Public Safety Building

Table 1: COMPARISON OF PUBLIC SAFETY BUILDING WITH CHAPTER 18.28 (PF DISTRICT)
Public Facilities

Regulation	Required	Existing	Proposed
Minimum Site Area, width and depth 250 Sherman	None	55,164 sf	No change proposed
PF Zone 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, <u>provided no yard adjoining a street shall be less than 20 feet, and no interior yard shall be less than 10 feet</u> – Council approved code amendment to allow exceptions for essential services facilities and parking garages Downtown and Cal Ave District			
PSB Front/Rear and Street Side Yard Setbacks (SB) • Park • Birch • Sherman	20 feet except for essential services facilities and parking garages in Downtown and Cal Ave	NA	<u>Park</u> : SB 21'9"=8" above grade, SB 0' below grade ; <u>Birch</u> : SB 48' above grade to main building wall, 33' to canopy edge, and 25' to base of ramp cover, SB approx. 18' below grade <u>Sherman</u> : SB 25' above grade, SB below grade near Sherman Av
PSB Interior Side Yard Jacaranda Lane	10 feet except for essential services facilities and parking garages in Downtown and Cal Ave	NA	<u>Building SB</u> is 20' or greater (SB range: 36'3" to 46'3" until second jog in property line), SB below grade is within 10 feet <u>CMU wall/Fence SB</u> is 10' until employee garden where SB to CMU wall is 3'2" for length of 40' approx. wall height exceeds four feet
PSB Site Coverage – based on most restrictive adjacent district (PF zone, which allows 30% coverage and 1:1 FAR)	30%	NA	29.2% - complies
PSB - Max. Floor Area Ratio (FAR);	1:1	NA	0.74:1 – complies
PSB - Max. Building Height; SW corner is within 150' of residential RM-40 zone	35' at SW corner of PSB site within 150' of residential zone; 50' elsewhere; PF code requested to be revised for emergency telecom tower	NA	139' emergency telecom tower does not comply ; elsewhere height is 49 feet and complies (PSB is not within 150' of residential zone)
Number of parking spaces	Other uses not listed	155 public spaces	162 spaces for PSB; Director determines parking requirement for use not listed



ARCHITECTURAL REVIEW BOARD
EXCERPT MINUTES: August 2, 2018
City Hall/City Council Chambers
250 Hamilton Avenue
8:30 AM

ARB Present: Chair Wynne Furth, Vice Chair Peter Baltay, Board Members Alexander Lew, Osma Thompson and Robert Gooyer.

Staff Present: Amy French, Chief Planning Official

Action Item

2. **PUBLIC HEARING: 250 Sherman Avenue [17PLN-00256]: Consideration of a Major Architectural Review Application for a Proposed Public Safety Building to be Three Stories Above Grade With 45,400 to 48,000 sf of Floor Area Above two Basement Levels With Usable Floor Area Within the First Basement Level, Five Surface Parking Spaces Within a Fenced Area and 143 Below Grade Parking Spaces (Including 12 Stalls in Tandem Arrangement), as Well as two Operational Site Buildings Accessory to the Public Safety Building, Landscape Improvements, and a Public Plaza. City Council Approved the Environmental Impact Report and Public Facilities Ordinance Amendment on June 11, 2018. Zone District: PF (Public Facilities). For More Information Contact Chief Planning Official Amy French at amy.french@cityofpaloalto.org.**

Chair Furth: We have one public hearing item today. It is at 250 Sherman Avenue. It's a consideration of a major architectural review application for a proposed public safety building to be three stories above grade with 45,000 to 48,000 square foot of floor area above two basement levels with usable floor area within the first basement level, five surface parking spaces within a fenced area, and 143 below grade parking spaces, as well as two operational site buildings accessory to the public safety building, landscape improvements, and a public plaza. The City Council approved the Environmental Impact Report, which we all received a while ago, which was combined for this and the adjacent parking garage. And, the Facilities Ordinance Amendment on June 11, 2018, a second reading on that ordinance, perhaps. The zoning district is Public Facilities. Staff?

Ms. French: Well, moving along. We've got a Public Safety Building design that has been six months in the making, and the applicant heard the ARB and responded. Here is the path that we have traveled from Spring of 2017 with the scoping, the pre-screening and preliminary reviews, followed by October of last year with the first formal review on this building, coupled with the parking garage, which has since been approved by the Council in June, as well as the Environmental Impact Report, June 11th; that was certified. And, here we are, our second formal hearing for the Public Safety Building. We look forward to going to Council with this application in the fall sometime. We had some issues back in October. I put a couple images on the screen showing the issues. I have a couple of slides here showing before and after, to help the public and the board with the compare and contrast. Key move is the employee vehicle ramp now faces Birch - I'm sorry - faced Birch before, and now faces Jacaranda. And we have a warmer material palate. The architect will display those here and will talk about those. Before we had a large plaza and there was some different functionality. Now we have a smaller plaza. This was at the ARB direction. And the community meeting room is now a one-story element. We now have greater articulation. Here's bird-friendly glass at the upper floor, and we have human-scale features there. I'm

going to turn it over to the applicant team. Just one note. There've been questions about timelines for construction. The parking garage is going out to bid very soon, in the fall, so, as noted last time with the parking garage, that construction will take place first, and then, maybe 2020, at some point -- Matt can weigh in on this -- the Public Safety Building would be started.

Matt Raschke, Public Works Department: Hi. Thank you, Amy. I'm Matt Raschke, senior engineer with the Public Works Department. I'm the overall project manager for both the parking garage and this Public Safety Building. As Amy mentioned, we're going out to bid with the parking garage towards the end of this month. It's just resubmitted for its second building permit plan check, so we're expected that to go into construction and probably break ground at the beginning of 2019 and be finished in the first quarter of 2020. And then, the Public Safety Building, this project, we would expect we could get started on the construction as soon as that garage is functional. Here in the audience today we have the police chief, Robert Jonsen; assistant chief Patty Lum; fire chief Eric Nickel; deputy chief McNally and Blackshire; and also Interim Director of Public Works, Brad Eggleston; and Charlie Cohen, the Communications Director for Public Safety. If there are any questions, we may bring them up to answer any of the operational questions about the new facility. We're, I think, very pleased with what the architect has come up with, with this new design. After the October meeting, we went back to the drawing board and re-thought how the building would look. We think they took your comments to heart, and I'm very pleased with how the new design came out. With that, I'd like to introduce Michael Ross with Ross Drulis Cusenberry Architecture to give his presentation and describe the features of the building. Mike?

Michael Ross, Ross Drulis Cusenberry Architecture: Good morning.

Chair Furth: Good morning. You have 10 minutes.

Mr. Ross: Thank you. It's a pleasure to be here and to be part of a design that is very important...

Chair Furth: I'm sorry, I realized that Matt introduced you, but could you introduce yourself for the tape?

Mr. Ross: I will. Can I have the keyboard?

Chair Furth: And it seems a bit silly, but spell the name so that our transcriber gets it clearly.

Mr. Ross: My name is Michael Ross, and I'm the project principal at Ross Drulis Cusenberry Architecture. We've been working on this project for quite a while. [Spells name.]

Chair Furth: We'll let her take her chances on Cusenberry.

Mr. Ross: I believe all those names are on the record.

Chair Furth: They are.

Mr. Ross: It's a pleasure to present this design. I want to let you know that we took your comments very seriously, and in the simplest sense, they landed. We got it. I believe the revised design that we're going to present this morning substantially addresses many of your comments. First, I'd like to acknowledge the work of other people, and I want to thank the Palo Alto Police Department, the Fire Department, the Office of Emergency Services, the Department of Public Works, the Planning Department, and Nova Partners, for their invaluable feedback, as well as your own, that supported these design changes that I'm presenting today. I'd like to acknowledge my team back in Sonoma. There's a lot of very thoughtful, engaged architects who are working on this, including Mallory Cusenberry, who can't make it today, who is on vacation. Thank you for this opportunity. The revised design addresses many of the ARB's prior comments. The architecture was made softer, more open and warmer in color. The vehicle ramp was relocated from Birch to Jacaranda Lane. Design modifications were added to create a more human scale presence at the street level. The communications tower was integrated into the building design. A warmer materials palette was proposed. The building form was articulated to reduce its prior blocky-ness,

and the entry plaza was reduced in size to allow for the introduction of a single-story element, the multipurpose room, allowing it to front Birch Street. A few of your comments we, for a variety of reasons, chose not to incorporate. The screened operational yard remains. That fronts Park. The Police Department considers this to be an operational imperative. Why? Because it includes oversized vehicle parking, bicycle patrol, evidence vehicle garage, emergency generator, and some other specialized police operations functions that benefit from being at ground level. And because of disengaging the multipurpose room from the building form, the plaza became smaller. To remind everyone, this project is composed of three primary elements. The 55,000 square foot site includes approximately a 47,000 square foot Public Safety Building over two levels of parking; the screened operational yard; and the site utility building. Those are the three primary architectural elements and they are settled into a landscape that surrounds and softens the site. The Public Safety Building Site is currently one of two City-owned lots, which together hold 310 exposed surface parking spaces. The site is bounded by a three-story multifamily residences along Park; two-story commercial buildings along California Avenue; the 65-foot-high county courthouse across the street on Sherman; the recently-approved California Avenue parking garage, which will go out to bid in late August or in September; the new Visa building on Ash, a handsome building in its own right; a new 29,000 square foot office building on Park; and, therefore, the Public Safety Building will become neighbors with and familiar with an evolving context. It's going to become part of a new ensemble of buildings that are emerging out of this neighborhood. This image depicts how the proposed Public Safety Building has been designed to be compatible with this evolving neighborhood. You can see that it settles nicely into the context. It's 50 feet high, lower than the county courthouse, approximate height of the new California Avenue garage. And, it has aspects that relate to the context and heights of the other buildings around it. What's very important to understand in the design is that interlaced into this is the whole concept that this is a standalone, 24/7, survivable building with very specialized needs. The prior design may be over-emphasized, the defensiveness of this, and we've designed this building to be more open, approachable, human scaled and civic, and still meet the specialized needs of the building. This is a view from Birch and Sherman, and we believe the building balances openness with security, utilizing a three-part layering of façade elements. The base forms a full perimeter, continuous pedestrian realm, which is defined by a board-formed terra cotta-colored concrete base with openings, landscape and passive seating elements integrated. Above the building base is a two-story tile-clad precast concrete wall system, which references the building heights along California Avenue. The third-story element is a glass and white porcelain tile façade with interior aluminum air foil louvers for the control of light, privacy and glare. You can see that the building is much more open, it's glassier, and it allows natural light to penetrate deep into the building. If you see the patterning of the interior air foils, which is basically oversized plantation shutters, they mimic and reflect the scrim across the street of the California Avenue garage, the terra cotta that has this horizontal and vertical patterning. But, this has a very important function for the occupants of the building. This is a view down Jacaranda from Birch towards the single-story multipurpose building, which is now on the corner and that reduces the scale and massing of the building, and creates a more harmonious fit, I believe, with the street scape. As you view down Jacaranda, you will see that it's a series of offset concrete walls of the same terra cotta color, and as they're offset, every offset is set with a planter box, so they are softened with plants that will allow the security function to be maintained but, at the same time, provide for a pleasant walking experience as you walk near it. Jacaranda Lane will remain open and lit in the evening with soft lightings that will be mounted on the security walls. This is a view down Birch at a more discreet level. Combine the Public Safety Building and the California Avenue garage, widens the public realm between the two buildings on Birch Street. What you see here are the passive seating low seat walls that are in front of the multipurpose room. What are not shown are skateboard, sort of defensive mechanisms for this bench. It looks too tasty for a skateboarder in this view, but we are aware of that. But, what you see here is because we've widened this realm between the two buildings, it allows us to create a street scape with ample areas of passive seating, canopy street trees, planters, and it provides a pleasant place to walk. It continues. The whole idea that the building is seated actually on top of a concrete lid of this two-story garage belies the point because it's actually seated into a landscaped frame. This landscape frame has multiple functions, is doing a lot of work for the Public Safety Building. It's planters, seating, vehicle security barriers. The wall that you see here, where it says "Public Safety," is actually ten feet high above the planter, so we've deepened the planters to allow for larger trees to be planted because it's very difficult to get the adequate root clearance when you have a garage below it. The Public Safety Building's

entry court serves as the foreground to the building's corner entry. The entry is framed by a single-story canopy element. If you remember before, there was a much more monumental entry proposed for the building. The corner entry addresses both Birch and Sherman streets, and upon entering the building, the viewer will be able to see all the way through the building. There's a layering of transparency starting at this point, where you can see through the north, over the top of the California Avenue buildings beyond. This layering of transparency is actually one of the guiding ambitions of the design that you see inside with the light well that is evident from the roof. This canopy datum creates a defining element that is parallel to Sherman and it de-emphasizes views to the upper floors from the sidewalk. This is a diagram of this landscaped frame, which is the pedestrian realm that the building springs from. What's interesting about it, this terra cotta color, which is the board-formed concrete, has a number of vertical inflections, one at the entry, which signals the entry to the building, and two symbolically at the communications tower, which signals and symbolizes the building's connection to the region and the larger communications network, which it is a hub and importantly part of. Carved into this are more discreet pedestrian-level and pedestrian-scaled elements. This depicts one of them near the public entry. The pedestrian experience is enhanced by these because they provide the passive seating, the overhanging street trees, and landscaped areas. The landscape design, as I said, softens the building's edges. The understory plantings will emphasize the use of native and flowering drought-tolerant plants. Extensive street tree planting will be provided, including the use of alternating London Plane and California Sycamore trees along Sherman, which is similar to what we're planting in front of the Cal Ave garage. Chinese Elms, we planted along Birch, which match the front of the Cal Ave garage trees. A Coast Live Oak or Valley Oak specimen tree will be planted at the corner of Jacaranda and Birch to screen the entry to the garage, and the planting palate has been specifically designed to provide a diverse mix of plant types, leaf textures, sizes and colors.

Chair Furth: Excuse me just a second. You've gone over time, but with the permission of the board, we'll...

Mr. Ross: I apologize for going over time.

Chair Furth: Take what you need.

Mr. Ross: Okay.

Chair Furth: You're the only agenda item today, and you're a big one.

Mr. Ross: A few more minutes and I'll be done, but thank you for the extra time. I appreciate it. I'm not presenting this metaphorically; I'm presenting it as a building. But, metaphorically, we are very thoughtful about this building because there's a lot of relational concepts that guided our design, that we wanted to create a sense of welcoming, which we believe was missing in the prior design. But, at the same time, theoretically - and actually, we had to create a building that was also providing protection to the very important functions that support the police department's mission inside, and we did. And we wanted to create connectivity, and connectivity happens, particularly across the Birch Street realm, where we widened it. There's this vertical and horizontal and plant world connection that happens between the two buildings, and we want to create a diversity of material types and form and articulation and texture, and we believe that the materials that we propose do that. And, we wanted to provide a sense of support in terms of people know that this building exists to provide public safety services to the wider community and the region, and that the building has much more going for it than simply roof, walls, glass and places to park. It is a three-part composition when we start describing materials. The three-part composition in our mind is a mixture of public, the context that it's in, and the mission. Each one of these elements has a material. This is how the materials are provided. The terra cotta-colored board-formed concrete forms the base. The second floor is basically a tile-clad precast concrete element. The third floor is a mixture of ballistic glass and porcelain tile. The ballistic glass, by the way, is bird-protected glass. There are painted steel detailing and acrylic modified plaster soffits and other features. And I have samples of that right here. This is a view from the California Avenue garage. It will be actually across the urban forest that we are planning in between the two buildings and will become softer with the years. The Public Safety

Building will be a 24/7 building and the building ante will be softly illuminated, signaling readiness, availability and service to the community at all times. We believe the soft lantern effect will be an important part of the design. Also, you can see how the louvers above, again, reflect the scrim and the patterning on the California Avenue garage across the street. This is a view from the air from across the proposed garage towards the entry on Jacaranda Lane. We believe the building is going to be a good neighbor and compatible with the neighborhood. After many years, and hopefully with your approval, we can get this building underway, to provide public safety services from a new headquarters, from a new building that will last for 75 or more years. Thank you for this opportunity and the extra time to speak. I'm available to answer questions at any time.

Chair Furth: Thank you. Before we do that, I should ask, do any of us have conversations that we need to report? Alex?

Board Member Lew: Yes, I do. I had a meeting with the Police Department, Public Works, Planning Department, on November 8, 2017.

Chair Furth: Anything that emerged from that meeting that hasn't already emerged on the public record here?

Board Member Lew: Yes. I don't believe so.

Chair Furth: Okay. And we've all visited the site. Yes, we have all visited the site. Okay. Any questions of the architect? Robert?

Board Member Gooyer: Sure, I have a question. Does it mention police anywhere on that building?

Mr. Ross: No. It may have on the, next to the door. The signage program will have a directory and who occupies it, but right now, it's titled the Public Safety Building, Palo Alto Public Safety Building.

Board Member Gooyer: Why is that?

Mr. Ross: Great question. You actually see it because it's a combined services building that includes fire administration, the Office of Emergency Services, and other services. In many of the communities that we're working in right now, that's the preferred terminology. In Palo Alto, it's showing up again. City of San Francisco's new Public Safety Building, police department headquarters, it's the Public Safety Building. That's the name.

Board Member Gooyer: The reason I bring it up is that there is a friend of mine from Europe visiting at the moment. His comment was, if I needed the police department, I wouldn't even know where to go.

Mr. Ross: Duly noted. Okay. Thank you.

Chair Furth: Any other questions?

Board Member Thompson: Yeah. Is there seating on Park Avenue? I understand there's a landscape frame, but it's a little hard to understand if there's actually seating...

Mr. Ross: On Park?

Board Member Thompson: ...where the bike path is.

Mr. Ross: Right now, on that area, it's heavily landscaped with low seat walls. There's not formal benches, but there is low seat walls that form the vehicle ramming barriers along that boundary.

Board Member Thompson: Okay, so it's not formal seating?

Mr. Ross: It's not formal seating like I just showed you for Birch. Right now, landscape comes down to a 18-inch-high wall.

Board Member Thompson: I have one more question. In this view, I was a little unclear what's happening with the air flow. I understand you said it was trying to relate to the parking garage on the other side, but in the other renders, it looks like it's just a straight grain, and in this render, it's showing these block (inaudible). I kind of want some clarity about what's happening with the louvers here.

Mr. Ross: With your permission, I'm going to hand you a piece of the louver. The louvers are mounted like plantation shutters. Whole sections of them move, open and close, and it's a very easy way of doing it. We will be mounting this to allow for individual control of the light in these offices. If you want privacy, you can just move them and they all close, or if you want partial. That's what you see there.

Board Member Thompson: I'm sorry, what are the dark block-outs? Are those people closing --?

Mr. Ross: They're partially closing portions of it, so instead of having an eight-foot-high ganged louver, there is being depicted three sets of louvers that could be individually opened and closed.

Board Member Thompson: And it's up to the department to decide --?

Mr. Ross: It's up to the office user to decide.

Board Member Thompson: Okay, so there's no guarantee that this pattern will show up at all. It could potentially all be blank, it could potentially --

Mr. Ross: It will be flexibly reconfigured based on the user within.

Board Member Thompson: Okay.

Mr. Ross: Just like if there was Necro shades or some sort of shade in these offices. One office may want it open; another office may not. It allows the user to modify their work environment.

Board Member Thompson: And just to clarify, what's the grade of modification? Is it three tiers up and--? Is it, like, every four feet, and every four feet?

Mr. Ross: Every window set will have, between the mullions will have its own independent group of louvers. It's not like 16 feet of louvers all moved at one time. It will be broken up according to the window pattern.

Board Member Thompson: And also down and up in the same --

Mr. Ross: Correct. Correct.

Board Member Thompson: In three tiers, or--?

Mr. Ross: It's being depicted as three tiers right now. What we finally end up with, I know it won't be one. It will probably be two or three.

Board Member Thompson: Okay. That helps. Thank you.

Mr. Ross: Thank you.

Chair Furth: Peter.

Vice Chair Baltay: Yes, thank you. I'm sure it's in your drawing set, but if you could explain to me the materials for the fascia of the roof on top, and then, the soffit immediately underneath it.

Mr. Ross: The soffit immediately underneath it is going to be the modified acrylic cement plaster. The fascia we are proposing to have clad in either a pre-cast piece that is similar in color to the second-story tile, or the tile itself. I prefer the pre-cast.

Vice Chair Baltay: Thank you.

Board Member Thompson: I'm sorry, I have one more question. You also have a different soffit and different fascia, as well, right? On the entry?

Mr. Ross: Yes. The painted steel, which is in the, there's a dark painted piece of metal in there that Commissioner Furth has right now. That's the color of the painted steel. Single-story element that wraps from the corner entry parallel to Sherman. On the underside of that, we're proposing to either have a wood material like the Visa building, or the cement plaster. We're open to your feedback on that.

Board Member Thompson: All right, thank you.

Board Member Lew: Okay, I have a couple questions for you. Is there a provision for lighting the alley?

Mr. Ross: Yes. The alley is going to have wall-mounted fixtures up on the eight-foot-high concrete wall that goes down. They are going to be down-lights, night sky compliant fixtures that will illuminate the ground plane.

Board Member Lew: Great. I don't think I saw them on the lighting plan but they might be there.

Mr. Ross: And that's a good catch. You are correct. The lighting plan did not show those, but it shows a similar fixture, I believe it's E-2.

Board Member Lew: Yeah, yeah. I did see those. Thank you for that. I think if I understand the utility plan correctly, there are backflow preventers on Park, in the planters.

Mr. Ross: Yes.

Board Member Lew: I was wondering, can you actually do that in a raised planter, or do they need to be at grade?

Mr. Ross: We're going to have to penetrate our wall system, the garage wall system, in numbers of places, including a very sophisticated telecommunications system, where multiple ducts are going to be going through the walls. The fire sprinkler system also is going to penetrate, and then, it will go up through and be hidden in the landscape. It's one of the, I think, most under-designed infrastructure elements in America, is backflow preventers.

Board Member Lew: They are big.

Mr. Ross: They're big.

Board Member Lew: Really, really big.

Mr. Ross: Yes.

Chair Furth: They provide truly informal seating.

Board Member Lew: On the Park Avenue elevation, is there a large elevation of it? I saw the perspective of the, a perspective, but I didn't really see...I only saw a very, very small elevation on Sheet A-303.

Mr. Ross: Yes.

Board Member Lew: The perspectives were useful, but I didn't see an enlarged elevation in the set.

Mr. Ross: Currently in this design presentation, we didn't include it.

Board Member Lew: Okay.

Mr. Ross: It's largely the landscape screen back wall of what you see here that wraps around, heavily landscaped in green.

Board Member Lew: Yep. And, the porcelain tile. I was wondering if you had considerations about the size of the tile and the pattern of the tile. I think the perspectives are showing a...What do we call it? Not running bond. Just a grid tile. But, I was wondering...Obviously, you don't have a contractor bidding, you don't have exact materials, but you have a design concept for that.

Mr. Ross: I would prefer, actually, a horizontal offset sort of pattern, like oversized subway tiles, basically. I think that would support the design of the building. What you see here, these two larger pieces are indicative of the warmer palate that we're proposing, as compared to the gray before. Also, remember, we're talking about specularity. Well, this is resonate with the tile that's on the large wall across the street, so there is some sort of internal consistency with the design and how we're thinking about the two buildings.

Board Member Lew: Okay, thank you. That's all the questions I have at this time.

Chair Furth: Okay. And we will get to the speaker in just a minute. A member of the public who wishes to speak. Take me through the proposals for signage on the building. I see the one on Park, but I can't believe that's all that would happen.

Mr. Ross: Currently, right now, on every side there is going to be a sign, so people understand that this is a place to go. As you can see here, we're proposing on Sherman that Public Safety...

Chair Furth: This one is Park. Not Park. This is Sherman.

Mr. Ross: Sherman. That's Sherman, and what you see there is...

Chair Furth: Oh, I'm sorry, that's Sherman. I was thinking this was...It's the corner.

Mr. Ross: It's the corner of Park and Sherman.

Chair Furth: Right.

Mr. Ross: And, so, what we're proposing to do on the corners is to have signage. Not all the signage is indicated. Let's see, if we go back...

Chair Furth: For example, where is it going to be on that corner?

Ms. French: Can I jump in just for a second? There will be a separate sign program package for this building.

Chair Furth: I understand, but...

Ms. French: I just want to make sure.

Chair Furth: ...it's helpful when you're approving a design to know where the spaces potentially are so that we don't find ourselves unfortunately constrained.

Mr. Ross: And right you are. Currently, we're proposing to mount the words "Public Safety" vertically next to the doors, and on the glass will be Palo Alto Police Department, Fire Administration, and other users. There will be a monument sign out on Birch, on the corner that hasn't been shown yet. And then, down Jacaranda, there will be some directional signage because we don't want people to go into the staff garage if they think that there is public parking there. There's going to be more instructive-type signage that happens. But the building will be signed on all sides. And to echo Amy's comment, we will be coming back to you with a formal sign program.

Chair Furth: Thank you. I appreciate that, but sometimes we find that the only space left is space that doesn't do very well. I trust that won't happen here. Could you take me through the seating as we go all the way around the building? I'm not quite clear what passive seating is.

Mr. Ross: Well, as compared to picnic tables, where people come, that sort of thing. Passive seating is, there's just an area where you can sit down, enjoy the trees, take a rest before you go across the street to pick up your car, or things like that. The public plaza hasn't been designed for active, you know, pedestrian things. There aren't going to be chess tables there, or things like that. It's basically the fore-court to the Public Safety Building, but there's still areas to sit in the shade and enjoy the world, socialize, and things like that.

Chair Furth: (inaudible)

Mr. Ross: Well, all of the seat walls provide opportunity. You can see right there that there are insets, that low benches have been carved into the planters in places.

Chair Furth: (inaudible)

Mr. Ross: Yes.

Chair Furth: (inaudible)

Mr. Ross: Yes, they are. There are carve-outs into this wall. We couldn't provide -- to go back -- we couldn't provide 100 percent seating along the street without sacrificing root depth.

Chair Furth: (inaudible)

Mr. Ross: I'm just giving you a little overview of the logic behind it. We're proposing to carve into this landscape zone and provide seating in regular areas.

Chair Furth: (inaudible)

Vice Chair Baltay: Microphone.

Chair Furth: Which, of course, also doubles as a skateboard barrier. And then, we go around to Park. Is it the same basic element?

Mr. Ross: Park is going to have this same basic element, that there is going to be 18-inch-high seat walls, and if the landscape perimeter is higher than that, it will step down. There will be places to sit, and it will jump back up again.

Chair Furth: Okay, so, backs for some of those, or just all bench-style with no back?

Mr. Ross: Currently all bench-style.

Chair Furth: Okay. And then, on Jacaranda?

Mr. Ross: Jacaranda, there are no seat walls until you get up to the corner and by the live oak tree. Jacaranda is too narrow, and I don't think it would be safe.

Chair Furth: Thank you. Let's see...In terms of lighting, one of the things we think about, as you say, it's a 24/7 building, and one of the things we think about is spillover to adjacent residential properties. It looks to me like you're far enough away from the housing on Park that not to be an issue. Is that what you concluded?

Mr. Ross: That's exactly what I concluded. The other thing that we took to heart is the utility yard, which is front-facing...

Chair Furth: Closer.

Mr. Ross: It's closer. We've now screened it with canopies over the top of the oversized vehicle parking areas, and the lights are underneath that, shooting down, so they will be looking on top of basically a mute roof. It will be screened by a series of trees. I really believe that we have addressed the issue of light spillage for the residents.

Chair Furth: Thank you. Any other questions before we open this to the public? Thank you. We have a speaker card from Roger Smith. I don't think you need to spell your name for the record, and you have three minutes.

Roger Smith: Thank you. I'm Roger Smith. I've lived here for 54 years. First of all, I'd like to say thank you for all of you taking your time and effort and expertise. It's what makes our city so great. I also have three daughters, live here with their families. I was co-founder of Friends of the Palo Alto Parks. In 2006, I attended the Citizens Police Academy, and part of their program, they took us through the police building. At that time, I think there was one person that was arrested, was sitting in a hallway, and it was bad. It was bad building. And I've thought for the last 12 years, how in the world haven't we been sued? It was so inadequate and an embarrassment compared to other communities. I also founded a group called MAM, Mothers Against Murder, so I deal with a lot of the police departments in the area. Anyway, in 2012, I attended a meeting at Escondido school, and I said at that time, please, get the police building done before I die. And I was 71; I'm now 77. Four years ago, I was the main signer on the TOT tax increase, and I spent a fair amount of time, effort and money getting that passed, because we were going to get the police building. And here we are, four years later. Also, which most people don't pay attention to, we have 14 openings in the police department. It is hard to find good police officers either transferring in, or coming out of the academy. If I were an applicant and I came and saw our police building, I wouldn't even think about coming here because it's a reflection, in my mind, of how we view the police and our safety and our community. I have a daughter that lives at 425 Grant, which is near this program. She would be here today; she's supportive of the program. I would encourage you to please, please approve this project as it's presented so I can see it and benefit from it during my lifetime, and my three-year-old granddaughter can benefit from it for the next 74 years. Again, thank you for taking your time. I really appreciate what you all do. Thank you.

Chair Furth: Thank you, Mr. Smith. Anybody else? Okay. Anything that staff wishes to say? All good?

Ms. French: I think we're good.

Chair Furth: All right. Who would like to start? Okay, Peter.

Vice Chair Baltay: Could I get the architect to put up again the renderings, one of them of the front entry of the building, please? The close-ups of people walking in.

Mr. Ross: Sure.

[Finding requested rendering]

Vice Chair Baltay: That one is great. Bravo. I think you've really got a civic entrance to a civic building. I know I was critical in the past, but to me, this is good.

Mr. Ross: Thank you.

Vice Chair Baltay: This is a good design, it captures the feeling of a civic building. It's serious, it's important. It's also a new design. It's not copying the past. Hats off to you guys.

Mr. Ross: Thank you very much.

Vice Chair Baltay: Looking at the building in greater detail, my biggest concern really has to do with the choice of materials, and I think it's not really quite as defined yet in the plan set. I'll put out some of my ideas or thoughts and we'll see what the rest of the board thinks. I think it was Alex who mentioned the shape of the porcelain tiles that make up the base is important, as is the patterning of the expansion joints, or whatever you're showing in this rendering. It's just not specified at all, and I certainly would like to understand more how that's going to work. I am concerned about the terra cotta-colored board-formed concrete. I'm wondering if you couldn't get some kind of a brick material or a tile material. There's a little bit more texture to it. Somehow the concrete, especially on the back where the communication tower is, that's a very tall piece of concrete. I understand that the color makes it feel warmer and the board-forming is more attractive, but it's still a large piece of concrete. I have some reservation about that. The color of the fascia of the roof, which I asked about earlier, I think could be more of a contrast to the rest of the building. Maybe you could consider that again. It seemed to me that you guys hadn't quite fully resolved in your own minds what the design should be. And then, when I look at -- Perhaps you could change to the elevation along Sherman Street, of the building. My drawing 3.02.

Mr. Ross: This drawing?

Vice Chair Baltay: No, no, keeping going on, please. The overall elevation of the building.

[Finding requested rendering]

Vice Chair Baltay: As I've been looking at this, I'm feeling that the proportions aren't quite right for the banding. I don't want to tell you a design difference but, to me, if you were to somehow reduce the height of the upper band, the glazed portion, maybe by raising the terra cotta piece somewhat so it's not right at the floor. Or, lowering the roof soffit a little bit. Maybe it's not quite integrated into the structure the way you have. But, to me, the proportions are about 50/50 on the second and third piece of the building, and it's, to my eye, just a little bit awkward. I'd like to see the glass portion be a little thinner. And you might also, once the terra cotta gets bigger, I had sketched on my drawing a series of punched window openings on the right-hand portion of the middle chunk of the façade. Behind that, I believe you have, it must be a locker room or a bathroom, but if you could have small punched window openings even high in those spaces, I have to believe that policemen would appreciate having a little bit of natural light in those rooms, and they could be quite secure, being high up and small. I think that would be a little bit helpful to the overall massing of the building. My last comment has to do, not so much with anything you can do, but we've chosen to put a police station in a busy downtown area. The result is that we have, along Park Avenue and half of Sherman, at least, a 14-foot-tall façade of building with no windows or no activity that normally relates to the public. I agree that your landscaping is thoughtfully done. I think the benches are a great amenity. I lament the fact that we don't have a storefront there, or an office, or something that is people going in and out. I understand that the needs of the police department preclude that from happening. I find it unfortunate. Thank you.

Mr. Ross: Thank you.

Chair Furth: Robert?

Board Member Gooyer: Okay. I'm having a hard time with this building. The whole concept, I guess, with the thing about saying "police" and everything else, is that you were trying to make it a little bit friendlier, inviting, that sort of thing. And yet, the plaza is completely sterile. I mean, I understand Wynne's concept about seating. It's like, I'm sorry, but to me, a planter wall is not seating. I'd like to see in that entryway some benches, or whatever, and they could...I don't know. They could be concrete benches, or something that actually looks like a place that's designated to sit on, not just park your butt on a planter. And that's the same thing all the way around the building. It seems like you're fighting yourself as to what do you really want. You want this building to be standoffish, where it's protection, that sort of thing? Then you'd have it the way you have it now. But I thought the concept was, what I've heard in the past, is to try and make it more inviting. That's why you have a plaza in the first place, is to bring people in there. The whole idea about, I think it would be an ideal situation for a community, you know, enrichment. If you want to have your lunch in front of the police station, or something, in the sunshine, in a plaza, this isn't inviting to do that. Along with that, it's the same concept of, as you said, the board-formed concrete, I agree with Peter, is that that's got to go. I mean, that's about as institutional and stay-away-from-me, don't-touch-it; it has a rough finish on it. Brick or something else, I definitely agree needs to be...I understand you want a hard, you know, easy-to-maintain surface, but not this. It's just really standoffish. Again, it's that whole concept of why I'm having trouble with that. Thirdly, from just a design/volumetric standpoint, you know, the term "undulation" has been brought up quite a few times. To me, this looks like a shoebox. You know, there's a couple of small ins-and-outs, but very, very little. Now, I understand the functionality of it, and you have a certain amount of...You're limited as to what you can do on the inside. But, I would have liked to see some pop-outs or something that makes a little bit...Which is what you have in your very first design. You had some undulating surfaces, where you changed surfaces based on the pop-out, not so much just a straight band. And then, it's been bothering me also - and I hadn't thought about it until Peter mentioned it - the fact that the perfect 50/50 balance on that, I agree, is awkward. I agree that, I think maybe the middle band should be larger and go up, and just...Even if the windows get smaller. That really isn't going to change the function on the inside. Instead of a window going all the way down to the floor, which is probably not a bad thing if you're going to have desks, or whatever, in there anyway, if that comes up, say three feet, and the window just starts there and goes up to the ceiling of the other one, I think that would help a great deal. Like I said, it's come a long way since the last time. It really has. And I appreciate that, and I can understand the things you didn't want to change, why you didn't. I mean, the service yard sort of thing has to be there, no matter what. That's just a reality of life. I don't have a problem with that. Like I said, there are some things here that with fairly minimal changes, I think could go a long way. I'll leave it at that for right now.

Mr. Ross: Thank you for your comments.

Board Member Thompson: Hi, there.

Mr. Ross: Hi.

Board Member Thompson: This was my first time looking at this project. I don't have the benefit the other board members do, of seeing what it used to look like, even though I did see a glimpse in your presentation. I will start in saying that there are things that I agree and disagree with, with what my board members are saying. My fellow board members have been saying. For me, you know, the words that you wrote in your analysis sounded really great, but they don't really match your design. I saw that you were attempting to reduce blockiness. It's still very, very blocky. I saw that you were trying to add more human scale. I don't see really anything that's actually done that. You know, for the board-formed concrete, I actually don't mind it. I think it's pretty creative. And I also disagree that the middle band should get bigger. In my opinion, the middle band is the thing that is creating the wall that is making this such a box, and I think that's really where you need to focus your energy on in terms of making this a more welcoming place. If you look at the context, the building across the street, across Sherman, has a wall that's similar to this. I don't know if you know what I'm talking about.

Mr. Ross: The Visa building?

Board Member Thompson: It's the one that's on the diagonal.

Chair Furth: Courthouse.

Mr. Ross: Courthouse.

Board Member Thompson: Okay, yeah. It's similar because it does have similar color, but there is still a design, and there's still pattern in that wall, and I don't see that. And I think, just thinking about, you know, you have this parking garage on the other side that is doing this really interesting...I don't know if you've seen their wall that has all of these different tiles. They're doing something really exciting on that side, and your band in the middle has a lot of opportunity for that, but it's not doing that. In fact, it's sort of...I don't know. It's probably the part of this building that I struggle with the most because it's yearning for something more, but it's still just this flat wall that makes it really uninviting, very blocky, not human scale at all. And then, in terms of the air foil louvers above, I think it's a little optimistic to think that, with that level of detail in terms of operability, I can't even imagine myself trying to operate that on a day-to-day level. I would recommend maybe thinking about relating to the garage on the other side, making something that's a bit more fixed so that you actually have the lantern that you want at nighttime, instead of probably...It might be nothing at all times. I think that's a design opportunity that has the opportunity to be really interesting, but I think the way that it's designed right now, it can't achieve that in any way. In terms of the public plaza, I saw in previous meeting minutes there was a lot of conversation about the plaza, so I don't necessarily want to put too much emphasis. But, on first glance, the plaza is barely a plaza. It's very small. I agree with Robert that there isn't much design in terms of creating more community there. I also take a big issue that there isn't a lot of public amenity on Park, and given that I'm a bicyclist, given that I take the Cal Train there, there is a lot of street activity on that side, and I think there should be something that relates to human scale, whether it is just a more...something that's treated differently in the planting frame that you've designed. Which I like. The planting frame is really nice. I think I hit everything I want to say. Oh, yeah. Undulation. There is a lot of opportunity to do that, not just in the material choices, but I think even in the massing that...You know, the roof line is a really hard, hard line, but I think I would encourage you to explore that a little bit more. I don't want to be too prescriptive in encouraging you to, you know, change your roofline at a diagonal, or something. You have a lot of good context there. I think that does a lot of undulation. There's that building on Birch, you know, that has the arched windows, and there's just a lot of work off of. I felt like that middle, that middle band is supposed to be of context, and I don't think it's doing that right now.

Mr. Ross: Can I respond just briefly, just to...? As a point of clarification, the middle band is actually referencing the height of the California Avenue. We set the top of that wall to be similar to the heights of the buildings that are just to the north of it. All the Cal Ave buildings are much lower. And the articulation that was talking about, the different levels don't stack up. It's not flush. They are offset, so you're getting articulation that way, as well as the difference in the material types along the band. And to your point, the middle section can be more textured and things like that, but the current design is just proposing something quiet, which at times is architectural in its own right. But, thank you for your comments.

Chair Furth: Let's finish our comments and then we'll...

Mr. Ross: Certainly.

Chair Furth: ...have some discussion and have some more opportunity for you to respond. Osma, more?

Board Member Thompson: Just really quick, to that point. In terms of representation of your design, I think there are a lot of things that aren't clear, like that. If those are points that you want us to see, it would be really great to illustrate that, and maybe also to find someone else to render your drawings. Because I think there's a little difficulty in seeing exactly what you guys want in terms of what you're trying to achieve.

Chair Furth: Alex.

Board Member Lew: Okay. Well, I am closer to recommending approval of the project than my other Board members. I think that the revisions were well thought out, particularly that corner entrance and the staff driveway garage entrance. I think those were really, really critical improvements that you've made. Overall, I just want to say, I do have reservations about putting the Public Safety Building here, right near all of the businesses. In the future, thinking ahead, to me, it would be better to have other, like, more mixed-use building here. I do agree that this is...The location is great because it's right in the middle of town. That makes sense. The things that I'm looking for in this that I think could make the project better is, one is the, is more information on the materials. I think we've talked about it before on tile patterns, tile size. I'm more supportive of the board-formed concrete, but I'm open to a change if the other Board members think it would be better to have a different material. On the 10-foot wall along Jacaranda, I was wondering if you would consider, where there is the pedestrian access, pedestrian walk from California Avenue, if there's some sort of terminus there. If it's a gate, or maybe if you shift the recesses that you have, just so that there's something, as you look down there, that there's something that draws your eye down the walk, to terminate the walkway. On the entry canopy soffit, I think you were looking at, you were showing drawing wood, and then I think you mentioned that it could be plaster, as well. I just want to question you, like, we have, we have the Walgreen's building here on University Avenue, which has a simulated wood stain.

Mr. Ross: Like Chastain, that...? Yeah.

Board Member Lew: Yeah, I think that particular one might be the minimum metal. Anyway, some of them look better than others, so I would just recommend that it maybe come back to the Board. I'm supportive of, if you're trying to get a wood aesthetic, I'm supportive of that. I just caution you that we've had building code issues with those, that they do need to be fire, I think they have to be fire rated. On the landscape plan, I think you're showing Japanese Maples along Jacaranda, inside the wall, and I think you're also showing them along Birch...

Mr. Ross: Chinese Elm, yeah...

[crosstalk]

Board Member Lew: Chinese Elms, and then, the Japanese Maples. And I would want more information on that. A Japanese Maple could be a little five-foot accent tree, or it could be a 15- or 20-foot tree that can be green, or it can be red, or burgundy. My concern is that we're removing all the existing trees on Birch, so it's going to be full sun, and that tree is usually more like, likes to be sort of under the canopy of an existing tree.

Mr. Ross: Okay.

Board Member Lew: I'm a little concerned that they may not do well there. On findings, if we were going to get that far today, I think I have some comments for Finding #4, where I think we could add that the sidewalk is being added along the Jacaranda alley, and that wider sidewalks are being added on Park and Birch. And, under Finding #6, Unsustainable Design, I think I might add that the...You have concrete construction for the building?

Mr. Ross: Yes.

Board Member Lew: The concrete construction provides thermal mass?

Mr. Ross: Yes.

Board Member Lew: And the courtyard design would provide daylight to the middle of the building. That was really important. Just lighting a building is actually the biggest energy use in a building like this,

especially if it's occupied all the time, every day. And then, to respond to some of the comments made by other Board members, I think I'm okay with...I had the same reaction to the second floor/third floor proportions, but I'm not, it's not a critical concern for me because you have that canopy between the first and second floor. We react to it because we're seeing it on these oblique overheard aerials, but I think the reality is, if you're just walking down the street, the canopy is what you're going to see. The trees that are proposed there are Sycamores, which grow really quickly, and they are going to block out any view of the second and third floor very quickly. I mean, they replanted (inaudible) and Mountain View with Sycamores and they are huge after just, like, three years. I mean, it's amazing how quickly they grow. I'm not concerned about that at all. But, I did have that reaction, too, I think, with Peter, with just window patterns and tile patterns. I think, in my mind, it's approvable today, but as I look at it, I think that there's one more step you could take to make the building even better. That's where I'm at on the materials and the window pattern. I think I would echo Peter's comments about fascia's and all of that. I had the same reaction. It's approval, but just a little tweaking could make it really stand out.

Mr. Ross: Thank you for your comments.

Chair Furth: Okay. You should feel free to sit if you'd like.

Mr. Ross: Okay.

Chair Furth: Or stand. Whatever. I would say it was a great pleasure to see the revisions. Some of the things that particularly, I think, made this a better project was the preservation and strengthening of the alley grid down there, so that Jacaranda becomes a much more useful, attractive alley for its usual purposes, and the relocation of the garage entry that went with that. That was such a problem before and I think that your solution is very creative and accomplishes a lot of what our goals are here. I do have a question for staff. One of the major uses of the alley presently is trash bins. If we continue this, I would like to know what we're going to do to get them out of that space, so that this functions as designed. I like the community room location. And, I'm sorry, I did have a question for you. What's the floor level of the community room as compared to the plaza? Is it higher? Lower?

Mr. Ross: Essentially the same.

Chair Furth: Okay, thanks. I think it's important for that community room to advertise its presence and its use, and one of the things in the many revisions of City Hall I've seen in the last 20 years, I think the conversion of the former HR department to a meeting room that, basically it's a glass box, really enlivens that space and really makes it work, both for the people within in and the people outside it. I would be in favor of optimizing the visibility of that community room consistent with your other goals of a secure building. And I couldn't quite tell from the drawings and elevations how that presently works, but I think that should be optimized, and I actually think that that should be signed as something, so people can find it. I mean, it's a great amenity to be delivering. Let's see. I like the landscaping frame, and I like the fact that if you're going to use louvers, they're split so that you can use them in different ways. When I looked at this, I was puzzled as to why the third level was so tall. It looked oversized to me because I read it wrong. I didn't understand that the windows came down to floor level. And windows coming down to floor level in an office use, in our experience, create problems, whether it's the good view of the wastebasket, or the fact that it's difficult to put furniture against them. I'm puzzled by that decision. And I don't have an opinion of what would make the best balance of the banding, but that did...I kept thinking of this for very, very tall people. I went over and looked at the site again this morning, and I tend to look at these things at 6:30, but I was looking at them later today, with different light. This building orients towards the courthouse and Page Mill, not California. Basically, we're creating a civic center in our secondary downtown, an historically separate city or town. Mayfield. And it used to be that the courthouse was just plunked down there, and with budget constraints and security hardening, it's become ever less attractive. One of the things that this building and the garage will do is give it more sympathetic context to its height. It does have decorative elements, which I never even noticed. All the way down Birch, people use vertical rectangles as design elements, for fenestration, and also, that's what makes the decorative element on the courthouse building. And it makes me realize that the middle tier,

to me, is in need of some kind of relief, and some kind of element that makes it more interesting in terms of light and shadow. I'm glad that you're introducing seating. I think it's great that you're introducing it into landscaped spaces that tuck off a sidewalk. I mean, you can imagine that there actually is a place where two people with strollers to sit and talk, which I think is an important issue this close. I do think it needs to be clear that these are places for sitting, not just for perching, and that we're inviting and urging people to come sit and be there. I am interested in... I mean, I'm deeply affected by earlier exposure to White's essays on urban spaces, so I want to know, where is the shade? Where are the pedestrians going to go? Where am I going to sit, where I'm going to talk, walking in and out? You know, standing there with my... People don't stand there with briefcases anymore, but my backpack, and chat with somebody. Where is it if I want to sit down and talk a little bit longer? I just want it to be clearer that it's comfortable, that it's welcoming, and that we're not afraid of people. Of course, we're afraid of some people, and after an earthquake and other times of great difficulty, this building needs to stand and be solid and function. But, it can do both. It's been interesting, the long struggles we've had with this plaza, which original we know was, went through many changes in the 60's. I think we need more detail on materials. We would not approve a building under ordinary circumstances without much more specificity. And the same with landscaping. And on the landscaping, of course, we're looking for something... Your illustrations include a butterfly. We're looking for pollinator-attracting plants. And I think the presence of flowering plants is going to be important. Some of the buildings in the city have what I think of as industrial landscaping, which is not very interesting. It's sort of the much, much later equivalent of oleanders down the freeway. Lovely plants, but maybe not the best use. So, when we do get a more detailed landscaping plan - and I think we need one - I'd like to be sure that there are things that smell good, there are things that bloom, there are things that are, it's pleasant to be near, and of course, they are things that the City can still maintain. I mean, my neighborhood has benefitted tremendously from upgraded traffic circles. You're shaking your head.

Mr. Ross: (inaudible)

Chair Furth: Well, it's part of the budget. And for some reason, we found budget to maintain our hideous traffic circles after years of not doing it. And if we can't maintain it, then we need to talk about that. But, there are... These are your thoughts, and we'll see what happens when we come back. I tend to look at these buildings very much as an experience to walk by, and to work in, and it seems to me that you've accomplished a lot for the people who will work in it. I like your entry, and I think we're close to having something where, if I'm walking, I'll think, "Oh, great, now I get to walk this block. This is an attractive block to be in." I had a question for staff. What about public art?

Mr. Raschke: Peter Wegner was selected as the public artist. He's held a community meeting in the Cal Ave area to gather information. He's met with the stakeholders in the building, the police department, fire department, office of emergency services, and currently, I believe he's weighing all that and looking at the design. It's still going to be evolving, I take it, from today, to come up with an appropriate art piece.

Chair Furth: And what sort of work does Mr. Wegner do?

Mr. Raschke: Some of his most nearby pieces are in the night school of business. A combination of things. One that I really admire is titled Monument to Change as it Changes. If you haven't seen it, I would encourage you to go over to Stanford and take a look. It's a, kind of reminiscent of an old train station flip board, the way that the train schedule would flip down, but instead of words, it's colors and patterns that change. I think right now it's set up to about an 8-hour cycle of fascinating changes and cascades. Also in that complex he has a landscape piece that represents, like, the variables in economics. The bench seating in the courtyard is, like, X's and Y's. You really don't notice it so much from the ground level, but the users in the buildings can look down upon it and see these shapes. And then, one other piece in that campus, the night school of business, is another electronic piece that is, just flashes, like, adverbs. And I don't recall the name of it, but there are three really great pieces there. He's done a lot of major installations.

Chair Furth: These would mostly be freestanding or attached to the wall?

Mr. Raschke: Two of those are attached to the wall and the one is on the ground.

Chair Furth: But we don't know yet what his thought would be here.

Mr. Raschke: We don't have any idea what he's going to come up with, but he's very thoughtful and very contextual. I think he's a great artist for this project. We're just waiting to see what he comes up with.

Chair Furth: Thank you. Oh, I would like to know more about, not the sign program itself, but where the signage is likely to go, so we understand those possibilities. I think I have an answer to my questions about light spillage. I think that's it. This is not a critical path holdup towards this building - this Board - because we have a big construction project to be completed. But, that doesn't mean that there isn't a sense of urgency about this. From my point of view, I think we need more specificity on materials, we need more specificity on landscaping, including seating. I am interested in knowing how much bicycle parking there is, and where it is. I see it in the drawings; I should have looked more carefully, but I will concentrate on that. Because I think we typically under-park things. It seems to me we need to continue this, but I would like to know what my colleagues think.

Vice Chair Baltay: Can I follow up, Wynne, on something?

Chair Furth: Mm-hmm.

Vice Chair Baltay: I wonder if I could get the architect to come up with, put detail drawing 6.02. That's the cross-section of the building on the front. I'd like to follow up and sort of react to some of the comments from my fellow Board members. Next detail than that one - 6.02.

Mr. Ross: I don't have the entire set. I don't believe I have that. I just have the summary.

Vice Chair Baltay: Okay, well...

Mr. Ross: I have this one.

Vice Chair Baltay: Okay.

Chair Furth: Can Amy put it up?

Vice Chair Baltay: I'll refer to my colleagues, then, to look at detail 6.02. The point I'd like to make is that what I'm seeing is the third-floor glazed band is set almost exactly flush with the beige tile below it, and it strikes me as an opportunity to create a window sill at the top of the base tile and recess the glass back from that and create then some more texture to the top of the building. You could put that glass in and out, perhaps, as Osma was asking for. You might consider taking the louvers and putting them on the exterior of the building and fixing them at an angle that you'd like for the architectural purposes. You might be able to take the roof fascia and lower it down to be even within the concrete structural beam, to help with the overall height of the building. It seems to me that that sectional detail cries a lot about, just a little more refinement to how the second and third levels are interacting. That would, I think, go a long way towards some of the comments we've made. I don't want to prescriptively design what to do, but that struck me when I noticed that the glass was flush with the tile below it, that that only enhances the boxiness. Thank you.

Chair Furth: Is there a skateboarder on section, illustration 6.02?

Mr. Ross: It is.

Chair Furth: I see. Glad to know they are welcome. My personal sense is that I would like you to know how pleased I am at the direction in which this building is moving, and we are not, generally speaking, telling you to start all over again. This is a building that's going to make it. But it does...

Board Member Gooyer: I like the way you look at me when you say "start over again."

Chair Furth: I could look otherwise. I was just referring to the fact you're having a difficult time with this building, and appreciate your memory for the earlier design. Listening to you all, it seems to me we're talking about continuing this to a date certain or uncertain, depending on the applicant's desire, for more details on materials, for more details on landscape. I will tell you, I'm puzzled by your vine selections, but that doesn't mean they're not great. I just don't understand them. I never thought of potato vine as really adequate for a building of this scale and weight. That there are additional comments from some of us that the middle band along - always forget the name of the street - Sherman is too much, with too little interest. We want to be sure that it's good pedestrian amenities along Park, but we've never really seen that frontage head on. I'd like to know about signage location. What else would you all think we needed to think about, ask the applicant to think about?

Board Member Thompson: I'd like to see more steps made towards the previous direction that we gave, in reducing blockiness and increasing pedestrian amenity, like, pedestrian, human scale elements. And that's not just at the base of the building, but that's throughout the entire building. Because as much as it might be that the Sycamores will grow, you know, anything could happen, at any time, and this building needs to stand even without its landscape and still look good, despite it.

Board Member Gooyer: And I think, I still think that, we've talked about the undulation, and I heard your comment about, well, it does, you know, a couple of inches one way or another is not undulation, as far as I'm concerned. And, you know, I'm well aware that, obviously, you need a certain criteria, but popping something out, you're not going over a property line, or anything else. You can do some undulating and still fit all the requirements that you need. I do like the idea of possibly, maybe on one of the facades, the louvers go on the outside. These things are awfully massive to be on the interior anyway. I mean, if you're using them just for, you're saying it's ballistic glass, so it's not really for a safety issue, but something like that on the interior, I could see what's going to happen. Somewhere along the line of some cost-cutting, somebody's going to go, you know, we could put some venetian blinds in there that will also take the light out and not have this. I'm not saying that's going to happen. All I'm saying is that there are some variations that can happen to get the boxiness out of there. And, just as another item, I see the four police officers in the back, obviously going, oh, my God, we wanted to get this thing approved today. But, we're also looking at this, this is a building that's going to be around for 50 to 75 years, probably, and taking the time now to get it to what we feel is the best possible, I think will be a benefit in the long run. I've gone through this in another community where we went through all this, and now, the police chief thanks the board for having taken the time and the effort to make sure that we got the most and the best quality design that was available. Like I said, I think it's jumped a tremendous amount since the last time. I think it's well on its way. I'd like to have you fine-tune it to where, you know, I think it becomes much more a better finished product. As to your comment about relating to the adjacent buildings, I could see if there was a building that abutted it, then you could say I'm trying to relate that band to that. But, if something across the street, I think the average person is going to look at the building and see it as an entity, rather than, oh, yes, I could understand where you were trying to relate to the building across the street.

Board Member Lew: Just for the record, I could recommend approving the project today, with things coming back to the subcommittee. The things that you listed, to me, are, I think, relatively...What do I want to call it? They're easily...

Chair Furth: Superficial.

Board Member Lew: They can be addressed and still move forward.

Chair Furth: They're not about the core.

Board Member Lew: Yes.

Chair Furth: And I guess, I don't know if others agree with me that there's a value in -- to the maximum extent possible -- signaling the presence and use of the community room, so that you can see when it's occupied. I mean, if there are people meeting there, doing civic engagement, you can see that when you walk or drive by.

Board Member Thompson: I would agree with that. I think right now, the way the images have rendered it, I wouldn't have known that there was a community space there. I think to give that presence, and also just to continue more street activity.

Chair Furth: And I always find it...You know, we have wonderful community rooms, great ones in the Rinconada Library that are quite isolated in the courtyard. But, I find it exciting to see people sitting, talking. It's a really thrilling part of civic life, so, to the extent that's visible, I love it. And if it's impossible, I understand. But, if it's an option, I think it would be a great gift to the community. Materials details, landscape details, livelier and engaging plaza, which I think is a sort of under-developed rather than... You don't have a different vision. Clear signaling of the presence of the community room, and then, you've heard concerns that something that's not quite right or engaging enough about the upper two levels, but not everybody agrees with that. My feeling on that is that it could change and I would not be distressed, and it would be good to have some additional interest on that long wall along Sherman. I realize that one of the things I like about the building so much as you've revised it is it is much more suitable to the location. It is much more...One of the things I like about the Mayfield development is that it's light, somehow. A lot of those buildings float. And then, we have the poor courthouse, which I may be unhappy about because of unhappy times spent there, on jury duty. A little more playfulness would be okay. And perhaps we'll get that from the public art.

Board Member Thompson: I think I'll also add, even if you can't add another plaza on Park side, but just to detail Park Avenue to accommodate more pedestrian activity, make that more pedestrian friendly.

Chair Furth: By pedestrian activity, you're thinking...?

Board Member Thompson: I mean, at the moment, it's really hard to see where, if there are any benches on that side. Even if it's not just a bench, but maybe there could be, I don't know, some kind of cove, or some kind of thing that makes it part of the pedestrian scale, instead of just a wall.

Chair Furth: I've always [crosstalk] ...

Board Member Lew: They've widened the sidewalk, and their bump-out - what do you call it? There are coves, right? There are two or three.

Board Member Thompson: It's just not very clear because those look like drive aisles. I don't know if they are.

Chair Furth: Clearly, we're not understanding it.

Board Member Lew: Are you making a motion?

Chair Furth: Unless somebody else would like to. If we continue this, do you want it to be to a date certain or an undetermined date?

Ms. French: September 20th would give enough time, I think, for all concerned.

MOTION

Chair Furth: Then I move that we continue this matter until September 20th.

Vice Chair Baltay: I'll second that motion.

Chair Furth: All those in favor? Opposed? None. Thank you very much.

MOTION PASSED WITH A VOTE OF 5-0.

Chair Furth: I trust...Actually, I trust you don't feel too discouraged by this. I found this all very encouraging. This isn't the level detail of materials or landscaping that we would ordinarily approve on a private project, and they're going to be important, and we look forward to seeing your revisions.

Board Member Thompson: I think also, a really quick note, that the garage on the other side, they kind of took this opportunity to make part of it really special, and I would just encourage you that, you know, with all the notes that we've made, don't be afraid to make something really, really special with all that, as well.

Mr. Ross: Thank you, and we are the design architects for that garage.

Board Member Thompson: Great. You got this.

Chair Furth: They know how to do it. And that went through three iterations also. Before we all declared victory, which we did.

Palo Alto – Public Safety Building Landscape

02 SITE LANDSCAPE DEVELOPMENT

The site development of the Public Safety Building works in tandem with the California Avenue Garage site design to privilege the public pedestrian realm. Each of the four frontages are treated somewhat uniquely, yet they are designed to create a unified streetscape that enhances the pedestrian experience. The civic perimeter of the Public Safety Building provides broad walking areas and amenities to the surrounding community and neighbors that pass by each day on their way to and from California Avenue.

The Birch Street frontage is a generous sidewalk framed by trees that match those at the Garage across the street. There is a broad stair and sloped walkway that leads from the intersection of Birch and Sherman Avenue to the building entry. Seating opportunities are integrated into the planters that face the widened sidewalk at the Birch Plaza, and also turn the corner along Sherman Avenue.

Along Sherman Avenue the setback of the building allows for ample circulation along a sidewalk at the entry level of the building as well as a sidewalk at street level with a “ribbon” of connecting planters and seating along this frontage. Along Park Boulevard there is a widened sidewalk with planting and integrated seating amenities that create an active and broad pedestrian area, as well as a bike-focused mini-plaza with bicycle repair stations closest to California Avenue. All of the built-in seating is designed with arm rests that also function as skateboard deterrents located at approx. 3’-4’ on center.

Along Jacaranda there is a walled courtyard for secure employee use and landscaped planters that provide amenity to the Alley. Birch Street, Sherman Avenue and Park Boulevard frontages have pedestrian pole lights and seat and planter mounted landscape lights, to provide safe and attractive night passage around the perimeter of the building. Additionally, there are accent lights planned for the Birch Street entry and plaza. The pedestrian sidewalk pole lights are coordinated with the standard light used on California Avenue.

The general street tree planting strategy around the PSB frontages is to select species that will thrive in an urban environment, provide appropriate architectural emphasis and scale on each of the three frontages, provide native species and improved habitat, and have relatively low maintenance and water requirements. The tree selection prioritizes the use of native species where appropriate, and will exceed 25% of the trees within the site.

On Birch Street the priority attributes include a larger deciduous or semi-deciduous shade tree (> 40 ft. height and similar width) that will frame Birch Street on east and west sides creating a gateway to California Avenue. The tree should generally have a spreading, vase-shaped canopy, relatively fine to medium textured foliage, and provide bright green foliage coupled with dense shade in summer with more open branches in winter. The preferred species is a cultivar of Chinese Elm (*Ulmus parvifolia*) likely ‘Dynasty’ or ‘Alle’ (Elmer II). Just adjacent to these, in the Birch Street Plaza smaller trees provide more intimate shade, and seasonal color as they flower. The preferred species for these is Golden Rain Tree (*Koelreuteria paniculata*). The corner of Birch and Jacaranda is anchored by an evergreen shade tree with unusual bark providing visual interest, the Cork oak (*Quercus subur*) found within a palette of adapted Mediterranean plants.

Palo Alto – Public Safety Building Landscape

On Sherman Avenue the attributes include a south-east exposure, with larger (>50' ht) shade trees to provide summer shade and a more open canopy in winter. The planting is a continuation of the species planted along Sherman Avenue to the south across Birch street as London Plane (*Platanus x acerifolia*), alternating with California sycamore (*Platanus racemosa*) to provide diversity and a native species selection. There will also be a back of walk planting of California Sycamore in the rain gardens at the northern end of Sherman Avenue. On Park Boulevard the trees are London Plane (*Platanus x acerifolia*) selected to provide continuity with the species to the east on Park and provide for a broad, tall shade canopy along the bike route. At the raised planters at the back of walk Strawberry Tree (*Arbutus 'Marina'*) are planted paired with the street trees as native, evergreen trees with additional habitat value.

All trees shall be planted at 24" to 36" box sizes and utilize a deck and post pavement support system to provide soil volume (for example: Silva Cell or Strata Cell System) installed under sidewalk areas and over structure to expand tree root volume and ensure long-term health of trees. The average extent of soil cell system components shall be from back of curb to full width of sidewalk and connecting all tree plantings except where interrupted by utilities. Separation from adjacent water and sewer utilities will be provided by a barrier and required clearances.

The understory plantings around the PSB include the following typologies: rain garden (Bio-treatment) palette in raised planters, native and adapted grasses and flowering perennials in raised planters, and courtyard plantings at Jacaranda. On Birch Street the raised planters will be a mixed palette of ornamental and native grasses and flowering and ground covering perennials and low shrubs. On Sherman the raised plantings have a southeastern exposure and may include species such as open shrubs such as Western Redbud, native and ornamental grasses, sedges, rushes, Salvias, Mimulus, California Fuschia and Yarrow. The plantings at the Park Boulevard frontage will include an alternating rhythm of rain gardens and raised planters that contain trees, and understory plants that are more shade tolerant, including Western Sword Fern, Ornamental Grasses, and flowering perennials. The Jacaranda Street plantings will be comprised mainly of trailing shrubs along the courtyard wall, such as Lantana and Rosemary. In all instances plantings are selected for their value to provide habitat for birds, butterflies and insects and be relatively low maintenance. See the Preliminary Plant List and Planting Plan for more information.

The irrigation strategy throughout is to provide a fully automated irrigation system that is weather controlled and uses water conserving low flow irrigation heads and drip irrigation where appropriate. Controllers and backflow preventers are intended to be located at interior locations when possible or in vandal-proof enclosures screened by landscaping.

Mary Q. Chu
2543 Bruce Drive
Fremont, CA 94539

September 3, 2018

Matt Raschke
Project Manager
Palo Alto City Hall
250 Hamilton Avenue
Palo Alto, CA 94301

RE: Problems the new Public Safety Building will create

Dear Mr. Raschke:

I am the owner of 2435-2439 Birch Street, the building which will be adjacent to the new public safety building. The new PSB will impact my property more than any other in the area. I have conformed to every city mandate, and two years ago I had to update an existing underground electrical system to conform to all the huge structures that are being built in the area, even though the old underground system was more than sufficient to service my property. The mandates, especially the underground system, were very, very expensive for a small property owner.

My property houses Café Probono on the first floor and offices on the second floor. Café Probono has been in existence for 35 years, and Barbara's Bakery earlier. My tenants and I do our best to keep the property in the best condition possible. While I was at my property last week, I realized there are two areas of major concerns that must be addressed before the plans are finalized, thus eliminating future problems and lawsuits.

The two areas of major concerns are:

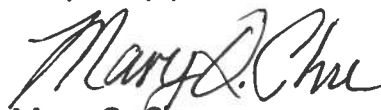
1. According to the Illustrative Site Plan the opening to staff vehicle flow will be located adjacent to my property where garbage bins are located. All garbage bins

for the buildings on CA Ave. between Birch and Park Ave. are located on Jacaranda Lane. While I was at my property, I saw two huge garbage trucks around mid-morning and many huge service and delivery trucks. Jacaranda Lane is not wide enough to accommodate the opening to the staff vehicle flow (both directions), the many garbage bins and the constant flow of huge trucks, so I recommend the opening to the staff vehicle flow be placed at Sherman Ave., which is much wider and will affect no or fewer existing establishments. I noticed the opening to the new garage will be located at Sherman Ave. which does not affect existing businesses that are located on CA Ave.

2. In the span of a year for the second floor I usually have the window washers 2 or more times, the carpet cleaner 5 times, HVAC service 3 times, Plumber 2 times, various repair people several times and tenants leaving and moving in. Each day there are several delivery trucks dropping off supplies to Café Probono. Café Probono also has services similar to the ones I have for the second floor. Even though these service people have heavy equipment, they have been able to park in the existing parking lot without any problems accessing my building. However, when the parking lot is eliminated, where will service and delivery vehicles park? There is no parking in front of my property. Will the City of Palo Alto create a parking zone in front of 2435-2439 for these purposes? As you know if parking is extremely difficult, vendors could refuse to perform services. This parking issue will be a major problem unless advance planning is performed.

Your attention to these two matters is imperative. Working out problems in the planning stage will certainly eliminate future conflicts. I thank you very much for your cooperation.

Very truly yours,



Mary Q. Chu