

LOT T PROJECT DESCRIPTION

Lot T is a publicly-funded affordable housing development on one parcel at 450 Lytton Ave in Palo Alto, California. The project includes construction and site improvements for a 18,900 SF site bound by Kipling St to the North, Lytton Ave to the West, and interior lot lines to the South and the East.

The proposed development is 6 total stories: 5-story building of Type III-A construction over 1-story concrete podium of Type I-A construction. At the ground floor is a residential parking garage and support functions for the residential units above, including mail, bike storage, and management offices. At the podium level, community amenities include laundry, community room and kitchen, and landscaped podium courtyard. There will be 72 total residential dwelling units with a mix of one, two, and three-bedrooms and one manager unit.

The U-shaped building meets Lytton Ave and Kipling St with a limited setback with the U shape courtyard that opens up to the south interior property line. This configuration provides for a better residential courtyard experience towards the sun and away from the street.

Along the ground level at Kipling St, the rhythmic arcade massing provides for recessed native planting landscape pockets to soften the street level facade and pedestrian experience. Along Lytton Ave, the building entry is located near the corner at the entry recess. This entry is highlighted by the awning with wood-like siding.

Referencing older Palo Alto developments, the windows will have simulated divided lites while the building materials include cast in place concrete and tile at the 1st and 2nd floor with cement plaster at the upper levels separated by a projecting building trim. The top of the building is capped by a projecting cornice trim with corbeling details.

Site improvements include new street trees, flow through street planters, and bicycle racks.

Rooftop solar will be provided for improved building energy performance.



HOUSING PROJECTS

ADDITIONAL SUBMITTAL REQUIREMENTS

Project Address: 450 Lytton Avenue, Palo Alto, CA 94301

For any project increasing or removing housing units, this form shall be completed and included in the submittal application package for Planning review. The housing development information required here is supplemental to the submittal checklist requirements for other planning entitlements (e.g. Architectural Review and Site and Design).

1. Summary of Changes to Housing Units

Existing Units	0
Units to be Removed	0
New Units to be Added	72
Total Proposed Unit in Project	72
Rental Units	72
Ownership Units	0

2. Is the project located on a Housing Inventory Site (HIS)? Yes No

Answer can be found in the comments section of the [City's Parcel Report](#). If the Comments have "HIS" followed by a number, this is the realistic and expected capacity of a Housing Inventory Site. If "HIS" is not on the parcel report, the parcel is not a HIS.

If yes, include in the project description letter 1) the projected unit yield as determined in the Housing Element; 2) the project's compliance with this unit yield; and 3), if the project does not include enough units to meet the Housing Element projections, provide a detailed explanation of why a reduced number of units is proposed.

3. Indicate proposed project type, check all that apply:

- 100% Residential
 - With ownership units, number of units: _____
 - With rental units, number of units: 72
- Mixed-Use
 - With ownership units, number of units: _____
 - With rental units, number of units: _____
- Condo Conversion, number of units: _____
- Residential Development is 100% Affordable, number of units: 71 affordable, 1 manager's unit

4. Based on the Below Market Rate (BMR) requirements in PAMC [16.65](#), how many BMR **units** are required for this project? 11 *[Generally, when the BMR requirement results in a fractional unit, an in-lieu fee payment may be made for the fractional unit instead of providing an actual BMR unit.]*

5. For projects demolishing existing protected units, as defined in Government Code Section 65300.5, how many replacement units are required under Government Code 65300.6? ____ [For units that were not subject to deed-restricted rents, please provide any documentation regarding the number of units rented by lower or very low income households within the past five years.]
6. Does the project utilize the Density Bonus/Concessions provisions as described in PAMC [18.15](#)?
 Yes No

If yes, include in the project description letter details of what is proposed for the project and how the project would qualify for all requested density increases and/or concessions. When requesting concessions, clearly describe which ones are being requested for the project. Please complete following table:

Total Number Proposed Units Prior to Density Bonus	
% of Restricted BMR Units Proposed and Unit Count	
Income Level of Proposed Restricted BMR Units	
% Density Bonus Requested	
Total Number Proposed Units with Density Bonus	
Number of Concessions Allowed	
Number of Concessions Requested	

7. Does the proposed project utilize any of the following programs or processes listed below? If so, this should be highlighted in the project description letter along with all the relevant details of the project’s eligibility to do so.
 - Housing Incentive Program (HIP) (minimum 3 units; not eligible for Density Bonus or SB 35) with Streamlined Housing Development Review [PAMC 18.77.073]
 - Senate Bill 35 (SB 35) [minimum 3 units; eligible for Density Bonus with 5+ units]
 - Streamlined Housing Development Review [PAMC 18.77.073]
8. Affordable Housing Plan: All development projects that include affordable residential units, as defined in PAMC 16.65.080, shall submit an Affordable Housing Plan for review and approval. See the “Affordable Housing Plan Specifications” handout for details.



LOT T

434 LYTTON AVE | PALO ALTO, CA

Transportation Demand Management Plan



January 30, 2026

450 Lytton Avenue, Palo Alto

Transportation Demand Management Plan



Prepared for:



Prepared by:



(408) 420-2411

January 30, 2026

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ATTACHMENTS

- SamTrans Route 280 Map
- SamTrans Route 281 Map
- SamTrans Route 2960 Map
- SamTrans Route 397 Map
- List of Nearby Amenities – 0.25 miles or less from 450 Lytton Avenue (Personal services, restaurants, coffee, retail/sundry, banking, etc.)
- Guaranteed Ride Home Program Flier
- VTA VMT Screening Report

TDM SPECIALISTS, INC. QUALIFICATIONS

EXECUTIVE SUMMARY

The proposed development at 450 Lytton Avenue includes a Transportation Demand Management (TDM) Plan to support a 100% affordable multifamily residential project in Palo Alto. The site's central location provides strong access to transit, bicycle, and pedestrian infrastructure, as well as services offered by the Palo Alto Transportation Management Association (TMA).

The project is designed to reduce parking demand and vehicle trips through site-wide TDM strategies that promote transit, biking, walking, and other alternatives to driving. These measures support a 5.6 percent reduction in parking below code and achieve a 45 percent reduction in weekday PM peak-hour vehicle trips.

Under Chapter 18.52.050 of Palo Alto's Zoning Code, the project qualifies for a Combined Parking Adjustment based on its affordable housing units, proximity to transit, and transportation and parking alternatives. Overall, the project's approach aligns with the City's goals of reducing traffic congestion, improving air quality, and lowering greenhouse gas emissions while supporting sustainable residential development.

1.0 INTRODUCTION AND PURPOSE

The plan outlined in this report describes how commuter options and on-site programs will reduce vehicle trips and parking demand associated with the project. These measures are essential to meeting the project's trip-reduction objectives.

Transportation Demand Management (TDM) uses services, incentives, and facilities to encourage alternatives to driving alone. This approach helps reduce traffic congestion, parking needs, and air pollution. The TDM strategies in this report are designed to lower both commute-related and daytime vehicle trips.

Table 1 summarizes the proposed TDM measures, the vehicle trips and miles-traveled (VMT) reduction goals for each measure, and the projected trip reductions. The estimated VMT for this TDM Plan is 57.8 percent.

2.0 PROJECT DESCRIPTION

The 450 Lytton Avenue project (Lot T) is a proposed 72-unit affordable housing development for low-income families in downtown Palo Alto. It will include a mix of one-, two-, and three-bedroom homes and support the City's housing goals by adding permanent, family-sized housing in a transit-rich area close to jobs, schools, and services.

The project is designed as a walkable, transit-oriented infill development with 34 on-site parking spaces, or about 0.47 spaces per unit. This reduced parking fact reflects the site's proximity to public transportation and the project's affordability and family focus.

Lot T will include durable construction, shared spaces, and family-friendly amenities to create a safe, stable place to live. As part of the parking reduction, the project will explore options such as transit subsidies, participation in ClipperSTART, and coordination with Palo Alto TMA programs.

Image 1 shows the project location within a quarter-mile radius, including nearby transit, shops, and services.

This TDM Plan explains how the project will reduce resident vehicle trips and coordinate with Palo Alto's commute programs. It supports a 5.6 percent reduction in parking and outlines the transportation options and services available to residents.

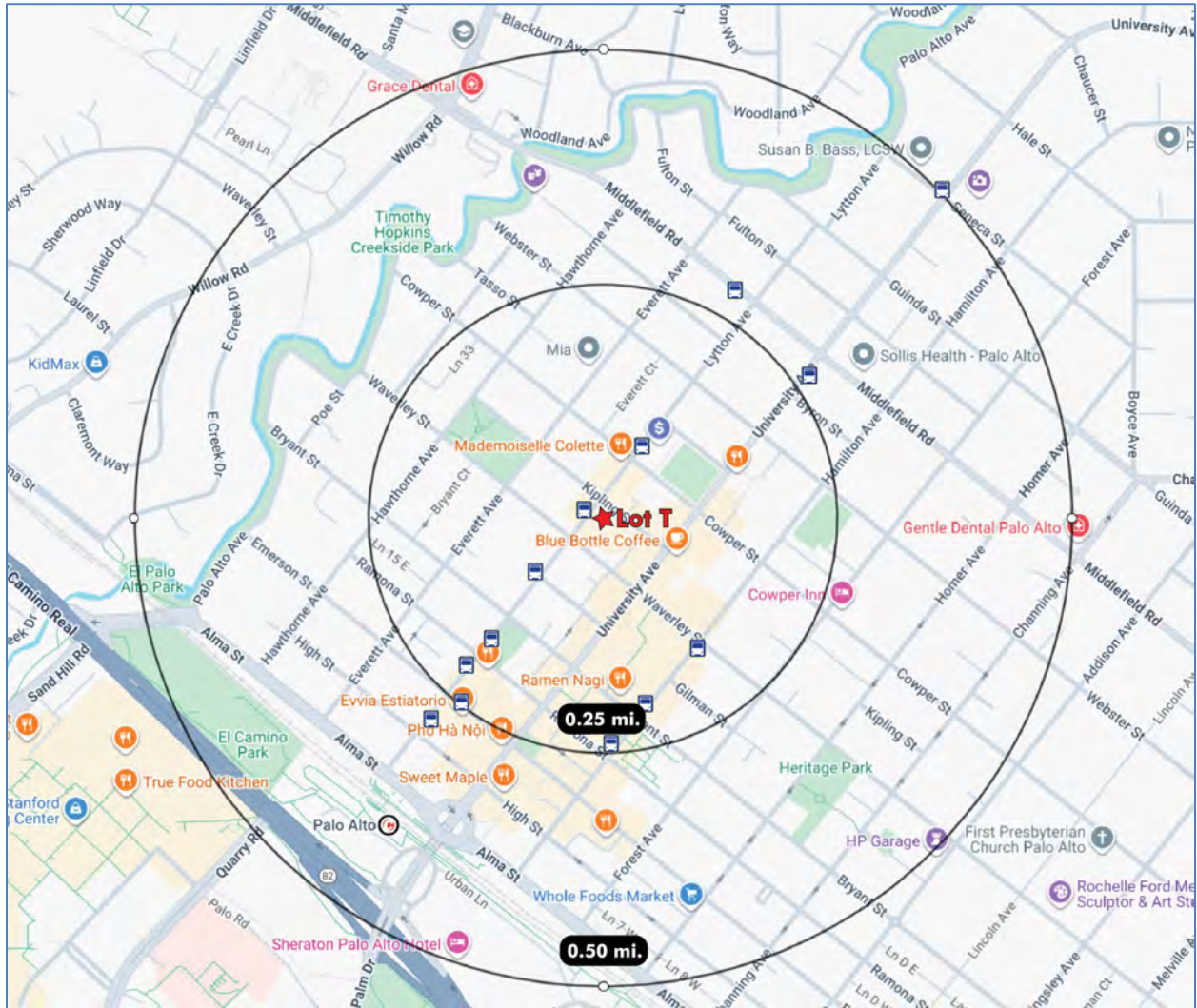
Table 1 – Planned TDM Measures and Target VMT Reductions

TDM Measure	Description	Applicable Land	
		Uses Employment	Max VMT/Trip Reduction
Land Use		CAPCOA Sources	
Increase Residential Density	Where allowed by the current General Plan and zoning, design the project with increased residential densities compared to existing conditions in the surrounding area. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose resulting in shorter and fewer trips by single-occupancy vehicles.	(CAPCOA-LUT1)	15.00%
Affordable Housing	Develop on-site deed-restricted affordable, below-market-rate (BMR) housing for low-income households to reside in the project. At the same site, households with incomes at or below 80% of the regional median income generally make fewer trips by automobile than households with higher incomes, resulting in reduced VMT.	(CAPCOA-LUT6)	1.20%
Parking		CAPCOA Sources	
Provide Bike Facilities	Provide and maintain secure, long-term bicycle parking and short-term bike racks. Install twice the required number of Class I and II bicycle facilities, showers and changing facilities.	(CAPCOASDT-6)	4.40%
Bike Repair Station	Install a bicycle fix-it repair station with air pump	(CAPCOAT-9)	0.50%
Reduced Parking	Limited parking supply	(CAPCOAPDT-1)	13.70%
TDM Programs			
Implement CTR Program	Provide a comprehensive program to reduce the number of drive-alone commute trips to the project and actively monitor and react to changes in mode share. The program includes encouraging and assisting residents in using an alternative commute mode. Tools include carpool encouragement, rideshare matching assistance, flexible/alternative work schedules, vanpool assistance, and end-of-trip bicycle facilities.	(CAPCOA TRT-2)	5.20%
Subsidized Transit/ vanpool Program	Provide either partially or fully subsidized transit passes or vanpool fares for employees. Providing subsidies for transit and vanpool use encourages people to use these alternative modes rather than driving, thereby reducing VMT.	(CAPCOA TRT-4)	5.50%
School Pool Programs	Organize a program that matches families in carpools for school drop off and pick up.		8.30%
Ridesharing Programs	Organize a program to match individuals interested in carpooling with similar commute patterns. The strategy encourages the use of carpooling, reducing the number of vehicle trips and thereby reducing vehicle trips and VMT.	(CAPCOA TRT-3)	4.00%
Projected Max VMT Reduction			57.80%

Sources:

- California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Dec. 2021.
- Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association (CAPCOA) 2010; Guidelines for Implementing the Land Use Component of the Congestion Management Program
- Valley Transportation Authority Santa Clara Countywide VMT Evaluation Tool, Version 2 . vmttool.vta.org accessed 10/11/24

Image 1 – Project Location Map



A comprehensive array of alternative transportation mode-use strategies is presented in the remaining report, as outlined in four sections:

- I. Existing Transportation Conditions
- II. TDM Infrastructure and Physical Measures
- III. Programmatic TDM Measures
- IV. TDM Monitoring and Reporting

SECTION I – EXISTING TRANSPORTATION CONDITIONS

3.0 COMMUNITY CONNECTIVITY

450 Lytton Avenue is a transit-, pedestrian-, and bike-friendly residential project that aligns with Palo Alto's goals and policies. Some design features include orienting the building toward adjacent bicycle and pedestrian circulation facilities.

Infill Development

The proposed project will be built on underused land within an already developed urban area. Because the surrounding area is largely built out, the project qualifies as infill development and supports trip-reduction goals.

Infill development is a recognized TDM strategy that helps reduce peak-hour vehicle trips by about 2%.

Pedestrian Systems

WalkScore.com says the 450 Lytton Avenue project is a "Walker's Paradise" site, scoring 94 out of 100. This score indicates that daily errands can be completed without a car.



Walker's Paradise

Daily errands do not require a car.

Creating a pedestrian-oriented environment ensures access between public areas and private development while strengthening pedestrian and bicycle connections.

Bicycle Systems

The project benefits from Palo Alto's strong bike network and has a "Biker's Paradise" score of 100/100 on WalkScore, making daily errands easy to run by bike.



Biker's Paradise

Daily errands can be accomplished on a bike.

Palo Alto has been recognized as a Gold-Level Bicycle Friendly Community since 2003 for its commitment to safe, healthy, and sustainable transportation.

The site is well connected to major bike routes, including Lytton Avenue (Class II bike lane) and Bryant Street (Class III bicycle boulevard). The Palo Alto Transit Center is about 0.7 miles away, or a five-minute bike ride, as shown in Image 2.



Additional bike maps are included for reference in Image 3 (Santa Clara County Bikeways Map) and Image 4 (Mid-Peninsula Bicycle Map).

Image 2 – Bike Route to the Palo Alto Transit Center

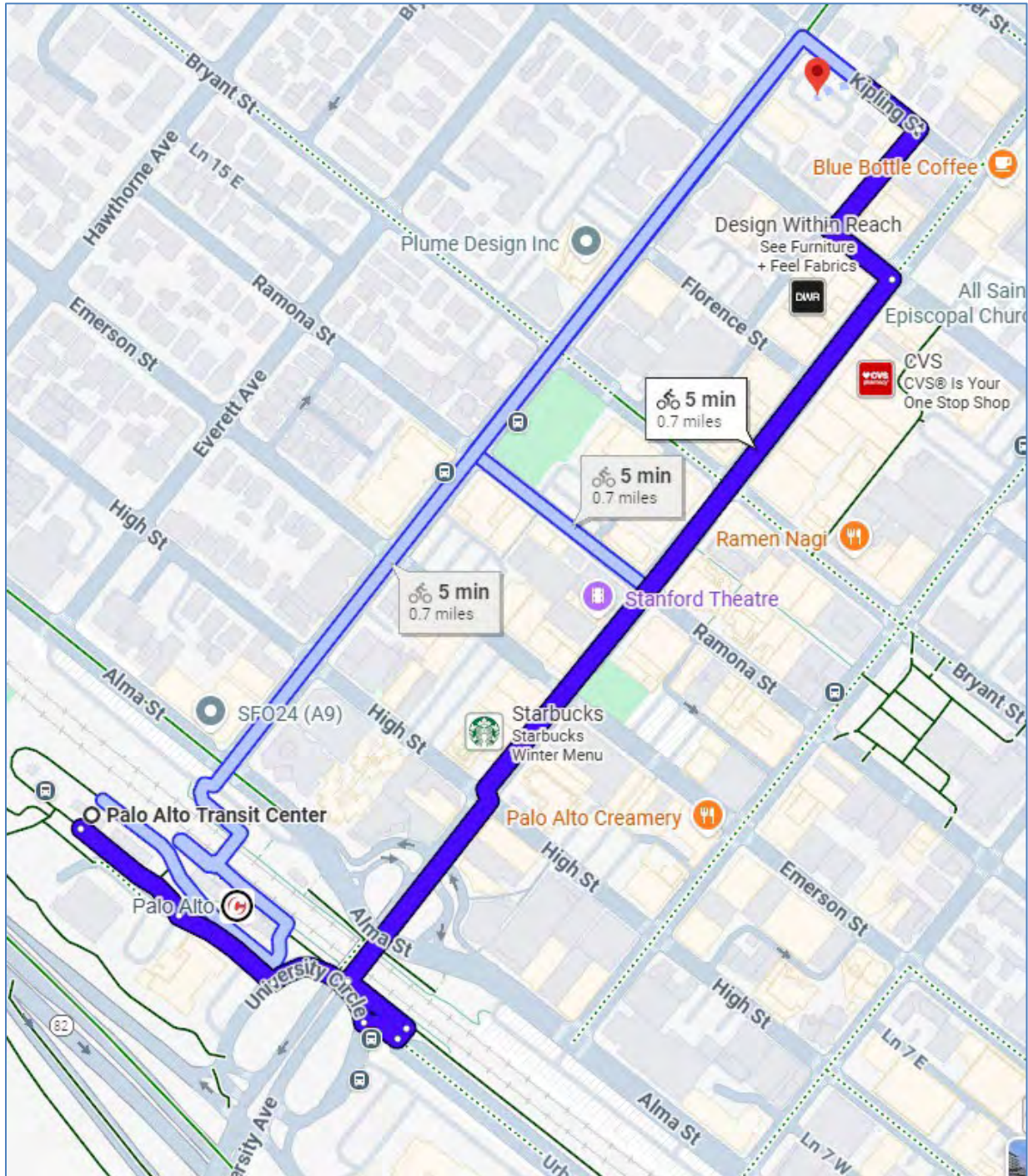


Image 3 - Santa Clara County Bikeways Map

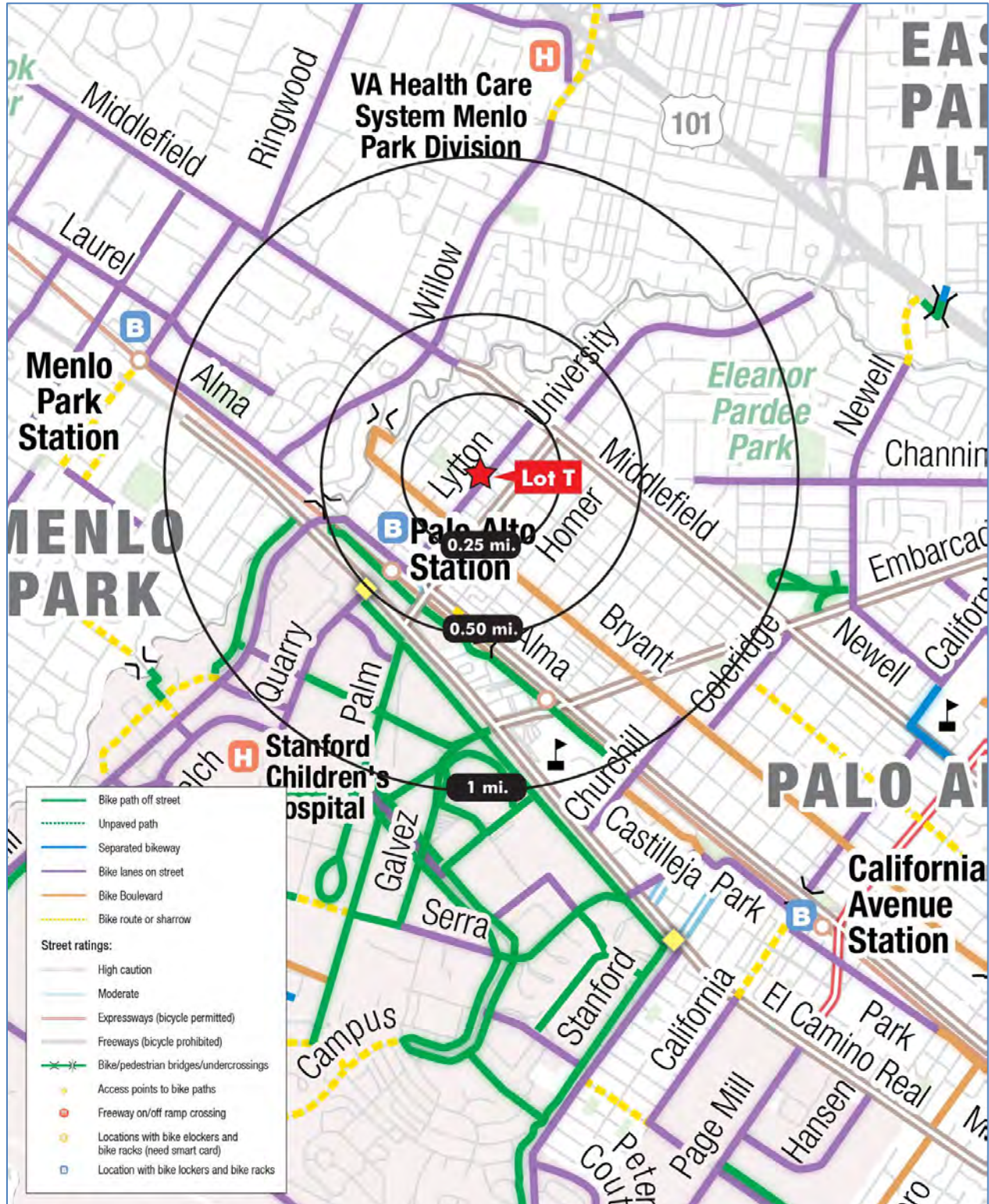
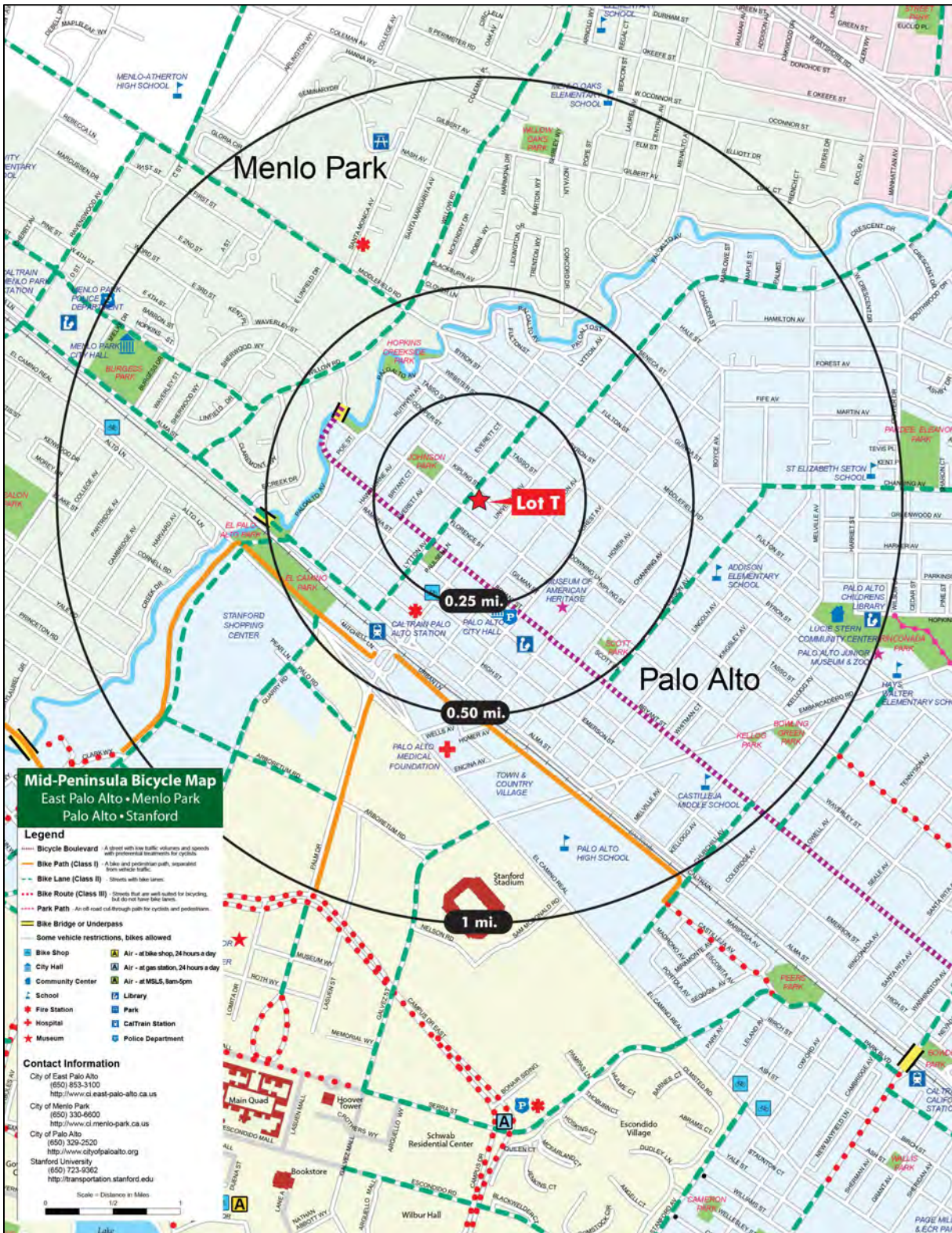


Image 4 – Mid-Peninsula Bicycle Map



Transit Systems

SamTrans provides more than 241 daily bus trips within 0.30 miles of the site, giving future residents robust access to transit. All SamTrans and VTA routes connect to the Palo Alto Transit Center, along with the Dumbarton Express.



Good Transit
Many nearby public transportation options.

Table 2 shows the number of transit trips available within walking distance of the project. More detailed bus maps are included at the end of this document to show how the site connects to nearby transit services.

Table 2 – University Avenue Transit Resources

Route #	Span of Service	Weekday Trips	Communities Served
21 VTA	7 days/week 6:03 a.m. - 9:55 p.m.	61	Arboretum & Sand Hill, Palo Alto Transit Center (Bay 5) , Waverley & Hamilton , Middlefield & Embarcadero, Middlefield & Charleston, Showers & Latham, Mountain View Transit Center (Bay 1) , Middlefield Station , Evelyn & Frances, Evelyn & Wolfe, Monroe & Bowers, Monroe & Franklin, and Santa Clara Transit Center (Bay 7)
280 Samtrans	7 days/week 5:59 a.m. - 10:49 p.m.	31	Palo Alto Transit Center , Lytton/Kipling , Pulgas/O'Connor, and Purdue/Fordham
281 Samtrans	7 days/week 6:05 a.m. - 10:39 p.m.	94	Stanford University Oval, Palo Alto Transit Center , Lytton/Kipling , University/Donohoe, Bay/University, and Belle Haven Community Campus
2960 Samtrans	7 days/week 3:38 a.m. - 2:11 a.m.	10	Palo Alto Transit Center , Lytton/Kipling , Bay/University, Middlefield/ Ringwood, Middlefield/5th, and Redwood City Transit Center
397 Samtrans	7 days/week 1:04 a.m. - 6:50 a.m.	7	Palo Alto Transit Center , Lytton/Kipling , Bay/University, Middlefield/ 5th, Redwood City Transit Center , El Camino/Hillsdale, El Camino/ Burlingame, Millbrae Transit Center , SF Airport Courtyard A, Airport/Linden, Bayshore/Old County, and Mission/1st
DB Dumbarton Express	5 days/week 5:37 a.m. - 7:51 p.m.	38	Union City BART , Ardenwood Park & Ride, Willow Rd. & Middlefield Rd., Lytton & Cowper , Palo Alto Transit Center/Caltrain , and Stanford Oval
Total Transit Trips/Weekday		241	

* All buses and trains are lift equipped for handicapped, elderly, or those in need.

Red Font represents the closest transit resource to the project site.

Blue Font represents connecting transit Centers/Stations

Below is Image 5, a walking map to bus stops near the project site on Lytton Ave. The SamTrans Systems Map, Image 6, is shown on page 10. Image 7, a map of the Dumbarton Express route, appears on page 11.

Image 5 – Walking Map to Nearby Bus Stops



Image 6 – SamTrans System Map

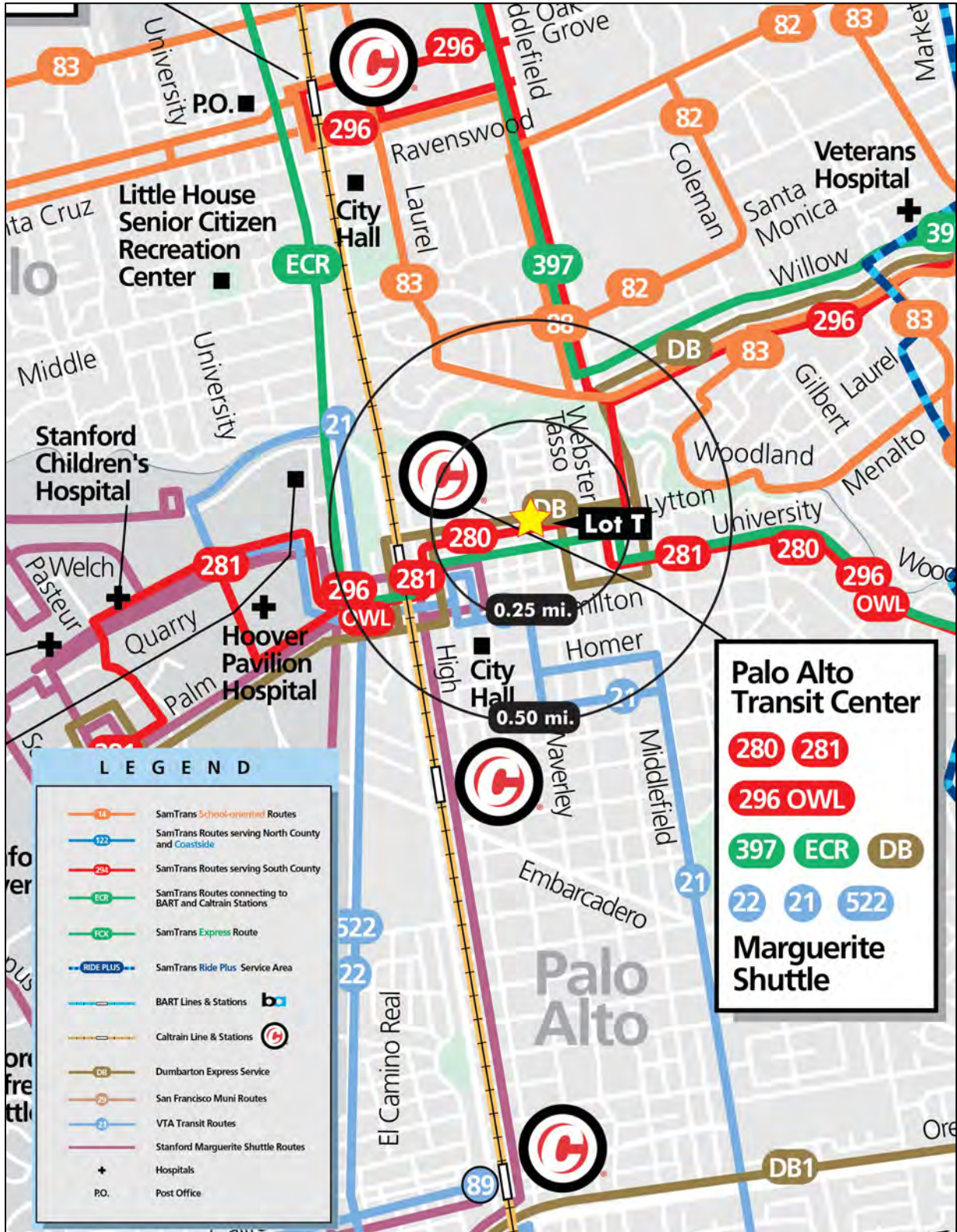
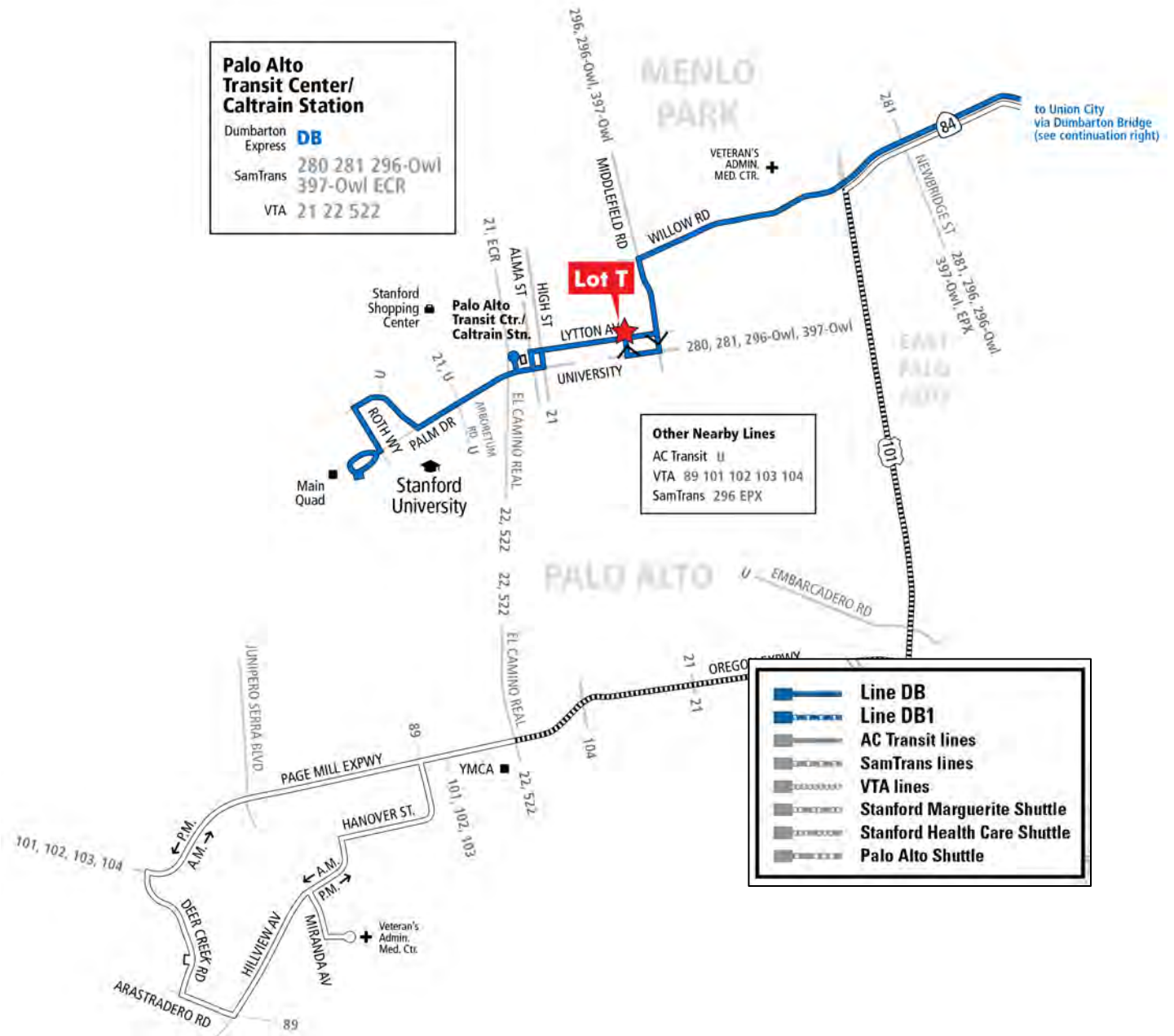


Image 7 – Dumbarton Express Bus Route Map



Palo Alto Link Shuttle

The applicant will promote the Palo Alto Link shuttle through commuter materials and guides. Palo Alto Link is the City’s on-demand rideshare service, similar to a small shuttle. Riders enter their pickup and drop-off locations, choose a route, and walk to a nearby intersection for pickup.

The service operates Monday through Friday from 7:00 a.m. to 7:00 p.m. within Palo Alto. It serves key areas such as Stanford Shopping Center, Stanford Hospital, and Stanford Research Park, but does not serve Stanford University, areas north of Bayshore, or areas south of I-280. More information can be accessed [here](#). Below is a map of the service area.

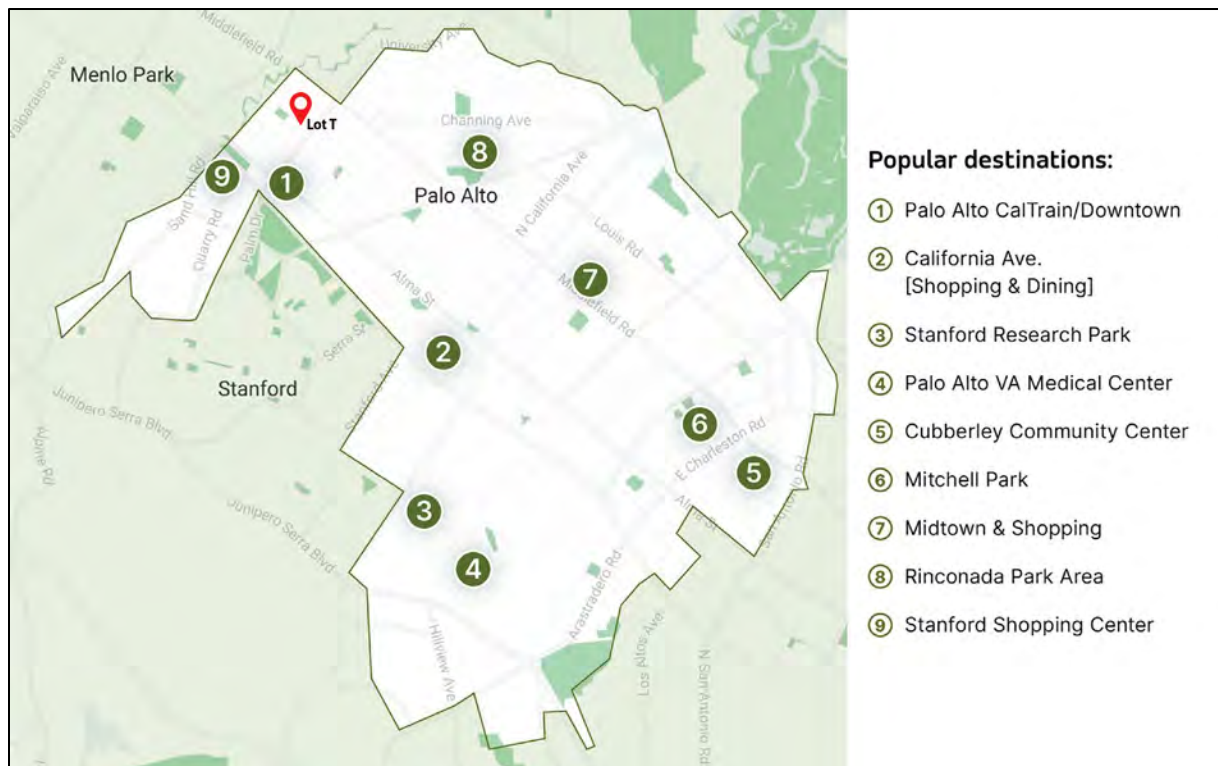
The Link fleet comprises 10 vehicles, including Teslas and minivans, equipped with bike racks that hold 2 bicycles. Wheelchair-accessible vans are available upon request. Fare details:



- Seniors, individuals with disabilities, and low-income riders can enjoy a discounted fare of \$2.00 per ride (cash and mobile payments are accepted).

Image 8 below shows the Palo Alto Link service area.

Image 8 – Palo Alto Link Service Area



4.0 PALO ALTO TRANSPORTATION MANAGEMENT ASSOCIATION

Palo Alto TMA Resources

The Palo Alto Transportation Management Association (TMA) offers transportation programs and resources for employees, residents, and visitors. Its goal is to reduce vehicle trips, traffic, and parking demand by providing practical commute options, especially in Downtown Palo Alto.

Although the TMA focuses on the Downtown area, its programs are available citywide and can benefit people living and working near the project. By encouraging alternatives to driving alone, the TMA supports better mobility and the City's environmental and economic goals.

Residents at the project may choose to use TMA programs and services.

Palo Alto TMA commuter programs include:

- Income-qualified Free Transit Pass program
- Income-qualified Free Lyft for late-night trips
- Bike Love Program (\$5 per day incentive)
- Pilot bike and e-scooter program



SECTION II – TDM INFRASTRUCTURE & PHYSICAL MEASURES

The following physical infrastructure measures support alternative transportation commuters. These measures are TDM components that will be installed or built during the project's construction. A TDM site plan is shown on page 17 in Image 11.

5.0 PEDESTRIAN AMENITIES

Safe, convenient, and well-lit pedestrian paths surround the project, providing the most direct route to the nearest shuttle or transit connection.

Lighting, landscaping, and building orientation will enhance pedestrian safety. Pedestrian continuity will also be improved by:

- Locating the parking below grade.
- Garden terrace for residents
- Recessing door and window features of the building will further the walkable area of the sidewalks.
- Constructing a new curb, gutter, driveway approach, and planter strip in the public right-of-way along the property frontage.
- Provide "in-ground" plantings and sidewalks.
- Planting new street trees, decorative paving, planter pots, and improved lighting.

6.0 BICYCLE AMENITIES AND PROGRAMS

Free Class I and II bicycle parking facilities will be provided on-site for residents, employees, and building guests.

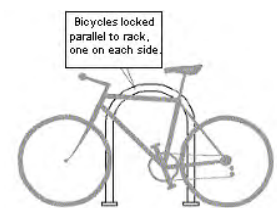
Long-Term Bicycle Parking

Class I (long-term) secure bicycle parking includes a bicycle room with stacked and on-the-ground parking that does not require lifting. Current plans indicate 80 Class I parking facilities for residents.

Short-Term Bicycle Parking

Four Class II bicycle racks (for resident guests) will provide short-term parking facilities for eight bicycles.

The bike racks will be within constant visual range near the building entrance. On the right is an example of Class II (short-term) racks. Class II bicycle racks must be "U racks" or equivalent and must secure the frame and both wheels



Fix-it Bicycle Repair Station

The applicant will install a bicycle Fix-It station for residents. This station lets cyclists make simple repairs, such as fixing a flat tire or adjusting brakes.

Each station includes basic tools and an air pump, both securely attached. A bike can be lifted onto the stand so the wheels and pedals spin freely during adjustments.



7.0 PARKING MANAGEMENT

The willingness to participate in ridesharing and the actual level of residents' ridesharing are directly linked to parking convenience, availability, and parking costs.

Reduced Parking Supply

The 450 Lytton Avenue project will provide 0.47 parking spaces per residential unit. Based on the City’s requirements, 36 residential parking spaces are required. The project will provide 34 spaces, which represents a 5.6 percent reduction from the standard requirement.

By incorporating Transportation Demand Management (TDM) programs, the City of Palo Alto may allow parking adjustments under Zoning Ordinance Chapter 18.52.050. Eligible adjustments for this project include joint use (shared parking) with affordable housing units, proximity to transit facilities, and the use of transportation and parking alternatives.

Reducing parking supply also supports trip-reduction goals by discouraging single-occupant vehicle commuting and limiting convenient on-site parking.

“Automobile parking requirements prescribed by this chapter may be adjusted by the director in the following instances and in accord with the prescribed limitations in Table 4, when in his/her opinion such adjustment will be consistent with the purposes of this chapter, will not create undue impact on existing or potential uses adjoining the site or in the general vicinity, and will be commensurate with the reduced parking demand created by the development, including for visitors and accessory facilities where appropriate.”

Purpose of Adjustment	Amount of Adjustment	Maximum Reduction ²
Combined Parking Adjustments	Parking reductions may be granted for any combination of the above circumstances as prescribed by this chapter, subject to limitations on the combined total reduction allowed.	a. 30% reduction of the total parking demand otherwise required b. 40% reduction for affordable housing projects

8.0 TRANSPORTATION AND COMMUTE INFORMATION KIOSK

The project will include an information board or kiosk displaying transportation resources, including VTA, SamTrans, and Caltrain schedules; guaranteed ride home information; bike maps; Palo Alto TMA resources; and VTA ride-matching services. The project’s TDM Manager/Commuter Concierge will keep the information up to date.

In addition to the kiosk, commuter information will be available online for residents and included in a commuter resources flier when units are occupied. Image 9 is a screenshot of an Actionfigure (formerly TransitScreen) kiosk.

Image 9 – Transportation Kiosk



9.0 NEARBY AMENITIES

On-site amenities give residents a full-service environment, reducing or eliminating the need to drive for errands or midday trips. Without these services, employees and residents may feel they need to drive to complete activities at multiple locations. By providing convenient on-site facilities, the project helps reduce drive-alone trips and encourages the use of alternative transportation. Attached is a detailed list of amenities and personal services within a ¼-mile walk of the project site.

Nearby amenities for the 450 Lytton Avenue project include:

- Restaurants, cafes/delis, coffee
- Shipping and postal services
- Retail, grocery, personal services, and gifts
- Fitness, entertainment, health, and beauty
- Banks and ATM

The project also reflects the principles of a “15-minute city,” where residents can walk or bike to meet most of their daily needs. This concept, developed by Professor Carlos Moreno of the Sorbonne, focuses on creating urban environments that make essential services easily accessible and support sustainable, livable communities.

Congratulations!
 434 Lytton Ave, Palo Alto, CA 94301-1534 meets the criteria for a 15-minute city!

Image 10 shows services and amenities within a 15-minute walk of the project site.

Image 10 – Map of Nearby Amenities Within 15-Minute Walk

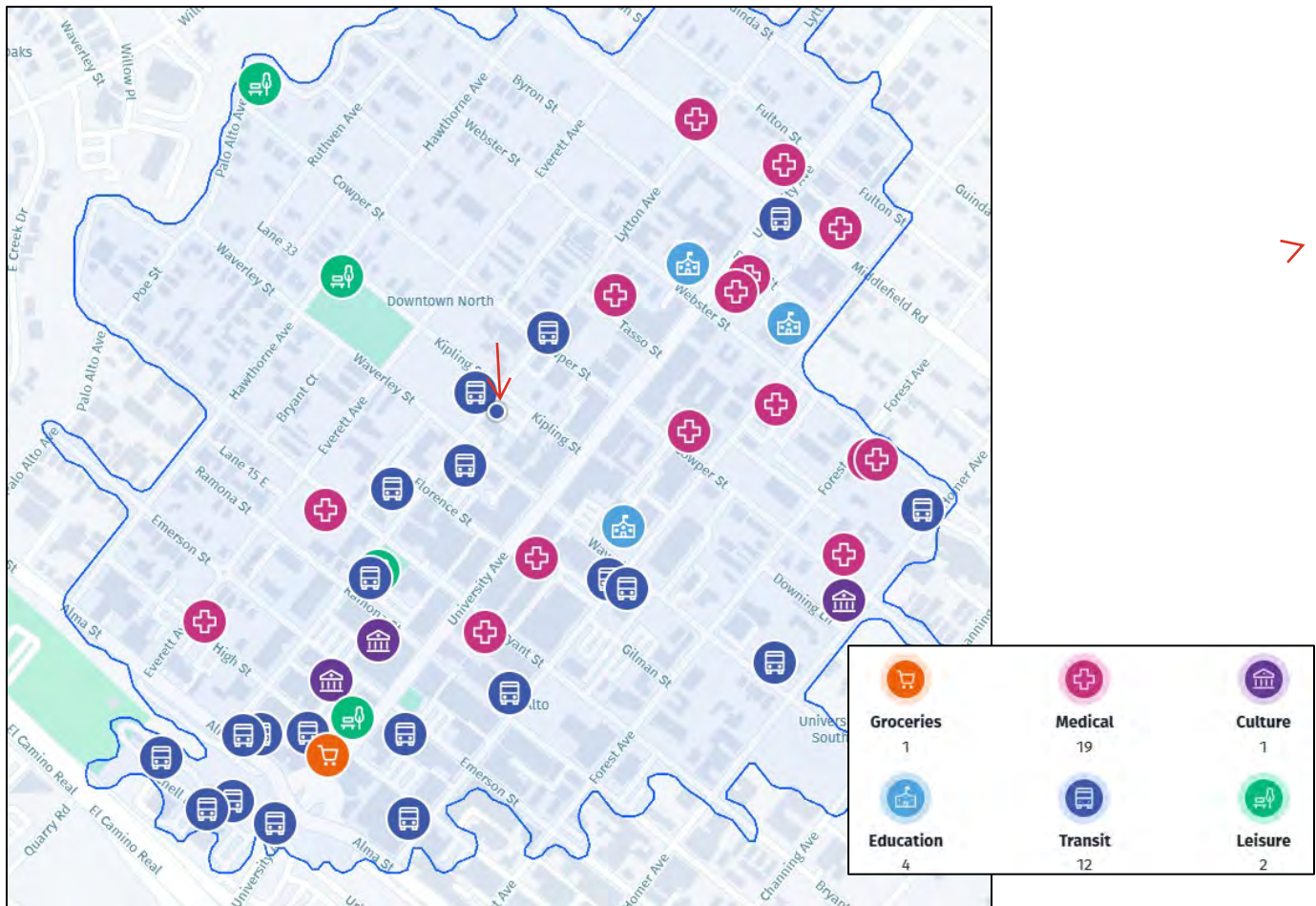
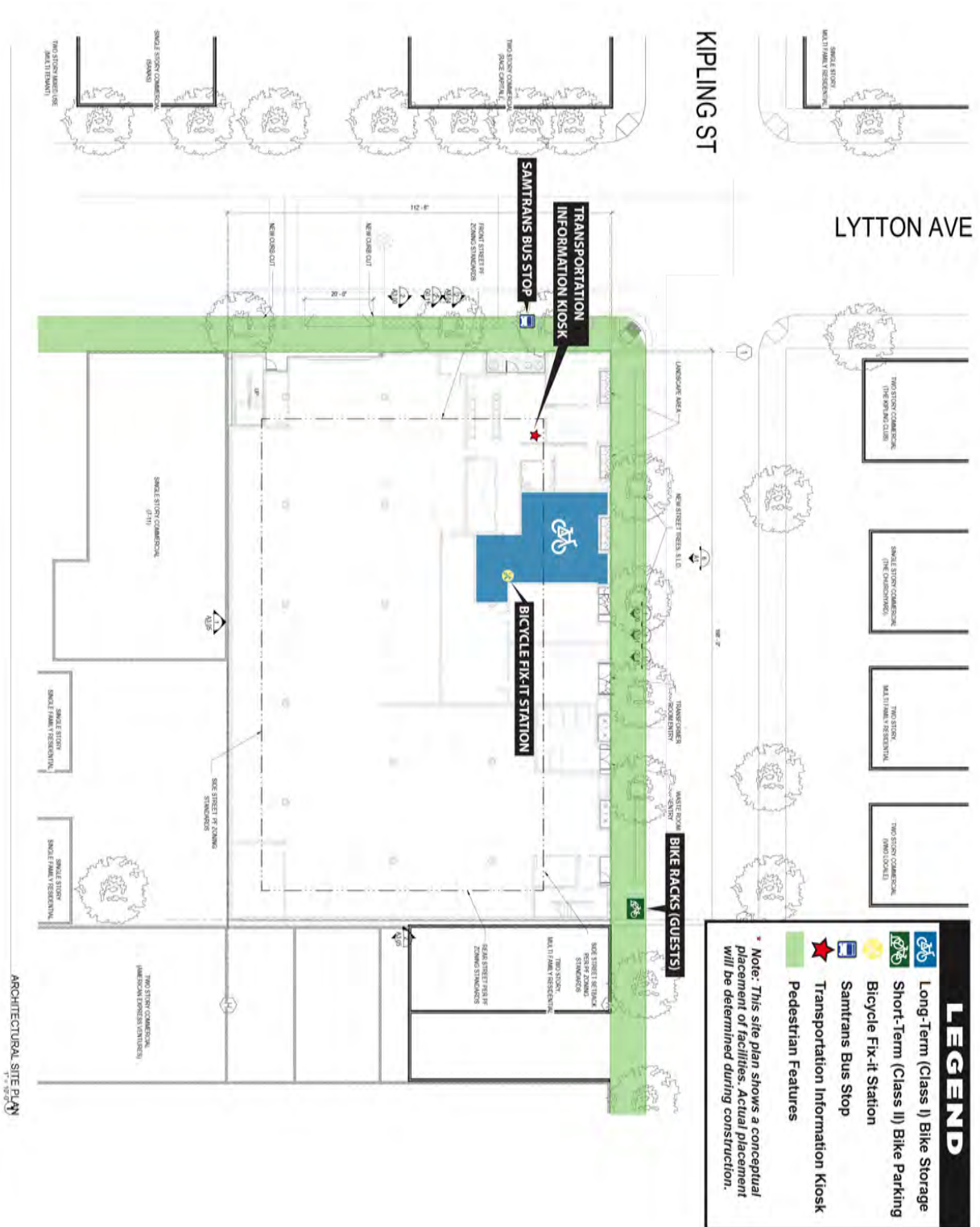


Image 11 – TDM Site Plan



SECTION III – PROGRAMMATIC TDM MEASURES

10.0 TENANT SERVICES AND COMMUTER OUTREACH

The applicant and property managers will actively provide residents with information about commuter programs and their benefits. Outreach may include orientation sessions, materials at transportation kiosks, website updates, newsletters, management bulletins, emails, and other communications.

TDM Program Manager

Before occupancy, the project will designate a TDM Program Manager to implement the commuter programs outlined in this plan. This manager may be a property staff member or an outsourced TDM coordinator responsible for program management and annual reporting.

The TDM Program Manager will assist residents with commute options, organize promotional events, coordinate with rideshare and transportation organizations, run the annual commuter survey, and prepare the annual summary report. Industry data show that having a dedicated TDM Program Manager helps increase and sustain alternative mode use.

The TDM Program Manager will provide the following services:

- Promote trip-reduction and air-quality strategies to residents.
- Conduct commuter orientation for new residents.
- Maintain membership in the Transportation Management Association (TMA), if required.
- Coordinate with local and regional agencies, including Caltrain, VTA, SamTrans, Palo Alto TMA, 511.org, Silicon Valley Bicycle Coalition, and BAAQMD.
- Develop and manage commute resources, including:
 - Resident transportation information and transit links
 - Promotions, incentives, and awards
 - Spare the Air notices and programs
 - VTA ride-matching and other commute tools
- Participate in BAAQMD's Spare the Air program to reduce drive-alone trips.
- Manage ongoing program elements, such as carpool matching, bike locker assignments, and the annual commuter survey.

Transportation Promotions

Other community promotions may include events like Bike-to-Work Day, Earth Day, or the October No-Car/Low-Car Challenge. Throughout the year, transit and rideshare organizations may host on-site booths at central locations in the evenings or on weekends to share information about alternative commute options. Additional on-site tabling may take place during community events, such as resident appreciation BBQs or brunches.



Resident Welcome Commuter Resource Packet

Before moving in, all residents will receive a commuter information packet. It will include details on on-site amenities, such as electric vehicle charging, bicycle parking, and the commuter kiosk, as well as alternative transportation options. The packet will also provide transit and local shuttle maps and schedules, bicycle maps, and trip-planning resources.

TDM Disclosure and Resident Acknowledgement

All leasing and marketing materials, including brochures, flyers, and information shared during tours, will describe the project's Transportation Demand Management (TDM) strategies and sustainability features. Lease agreements will include a clear disclosure of the TDM Plan and the project's goals to encourage residents to use alternatives to driving alone, such as walking, biking, transit, and carpooling.

At move-in, residents will be informed about the project's commuter programs, trip-reduction targets, and sustainability objectives. Residents will be asked to acknowledge these goals, including participation in alternative transportation programs and annual commute surveys. This process ensures residents understand the project's efforts to reduce traffic, parking demand, and environmental impacts and encourages voluntary participation in sustainable commuting programs. A sample resident acknowledgment form is provided in Image 12.

Resident Performance and Lease Language – TDM Requirements

The applicant will include Transportation Demand Management (TDM) provisions in all residential leases or side agreements. These provisions will describe the goals of the TDM program, the project's trip-reduction objectives, and the expectation that residents will consider alternative transportation options. Lease language may also refer to participation in the annual resident commute survey. Building management will oversee project-wide compliance and support residents in accessing commute programs and resources.

Key Points for Lease Language:

- Introduce the intent and goals of the TDM/trip reduction program.
- Encourage residents to use alternative transportation (transit, biking, walking, carpooling, rideshare).
- Highlight potential participation in the annual commute survey.

- Explain that programs may include limits on peak-hour vehicle trips, carpool or rideshare incentives, transit or rideshare subsidies, and participation in local/regional transportation programs such as the Palo Alto TMA.
- Clarify that residents may choose to participate according to their needs.
- Emphasize the overall goal: reduce traffic and parking demand, support environmental objectives, and improve mobility and quality of life.

Sample Language:

Transportation Programs and Commuter Options:

The resident agrees to consider participating in the project's commuter programs and alternative transportation options. These programs are intended to help reduce traffic generated by the project and encourage the use of public transit, ridesharing, bicycling, and walking. Residents may also be invited to participate in the annual commuter survey.

Initial Resident Commute Program Training

The applicant or property management will provide residents with training on the commute programs and transportation options available at the project.

The purpose of this training is to help residents reduce drive-alone trips, understand the variety of commuting choices, and stay informed about ongoing programs and incentives. A TDM resource representative may support these efforts by providing new resident materials, conducting outreach and marketing, distributing commuter e-newsletters, and offering ongoing assistance to residents throughout the year.

This approach ensures residents are aware of the resources available to them and encourages the use of sustainable transportation modes.

Employee Commuter Flier

All new residents will receive a commuter flier with information on carpool matching, transit options, bike routes, and on-site amenities. Extra copies will be available at commuter kiosks, in the leasing office, and included with other project materials. A sample flier is shown in Image 13.

Image 12 – Sample Resident Trip Reduction Acknowledgment

**450 Lytton Avenue
Resident Acknowledgement
Commuter Programs and Sustainability Goals**

I understand that the City of Palo Alto requires 450 Lytton Avenue apartments to implement green transportation, mobility, and commuter programs.

The goal for 450 Lytton Avenue is to reduce site-wide PM peak-hour vehicle trips by 45 percent.

I know this program's goal is to reduce our peak period (commute) vehicular trips and maximize public transit, shuttles, carpooling, car-sharing, bicycles, and walking options.

I have received the 450 Lytton Avenue Commuter Resource Flier and Palo Alto Transportation Management Association (TMA) commuter incentives. The flier includes information on transportation and commuters and links to local and regional transportation services and benefits.

I promise to participate in the annual online commuter survey required to report my transportation options for commuting to and from work. The survey is brief and identifies what types of transportation options are used. It is confidential, and only the commuter information results will be presented to the City.

Tenant Name

Apartment Number

Phone Number

Email Address

DATE

Image 13 – Sample Commuter Resource Flier

450 Lytton Avenue Commuter Resources

TRANSIT & SHUTTLES

[VTA](#)
[Caltrain](#)
[SamTrans](#)
[Transit Planner Tool](#)
[Free Transit Passes \(income-eligible\)](#)

SamTrans Bus Routes

[Route 280](#)
[Route 281](#)
[Route 296](#)
[Route 397](#)

Additional Service Routes

[Dumbarton Express DB](#)

CARPOOL & VANPOOL

[Palo Alto Link – rideshare](#)
[Carpool Savings Calculator](#)
[VTA Commuters](#) – online carpool matching
\$500 monthly [511 Vanpool Group Subsidy](#)
\$400 monthly [VTA Vanpool Group Subsidy](#)
(combine 511 and VTA vanpool subsidies and receive a \$900 monthly group benefit.)

SERVICES & INCENTIVES

Free [Guaranteed Ride Home program](#)
Free After hours [Lyft for Late-Night trips](#)
Free [Commuter Planning](#)
Bay Area [Spare the Air Alert Notices](#)

BICYCLE

Secure bicycle storage in the garage
[Bicycle Resources](#)
[Bike Love Program - \\$5 per day](#)
[Bike/E-Scooter Pilot Program](#)
[Bike to Work](#)
[Bikes on Transit](#)
[Palo Alto Bike Map](#)
[Santa Clara County Bikeways Map](#)
[Silicon Valley Bicycle Coalition Learn & Ride](#)

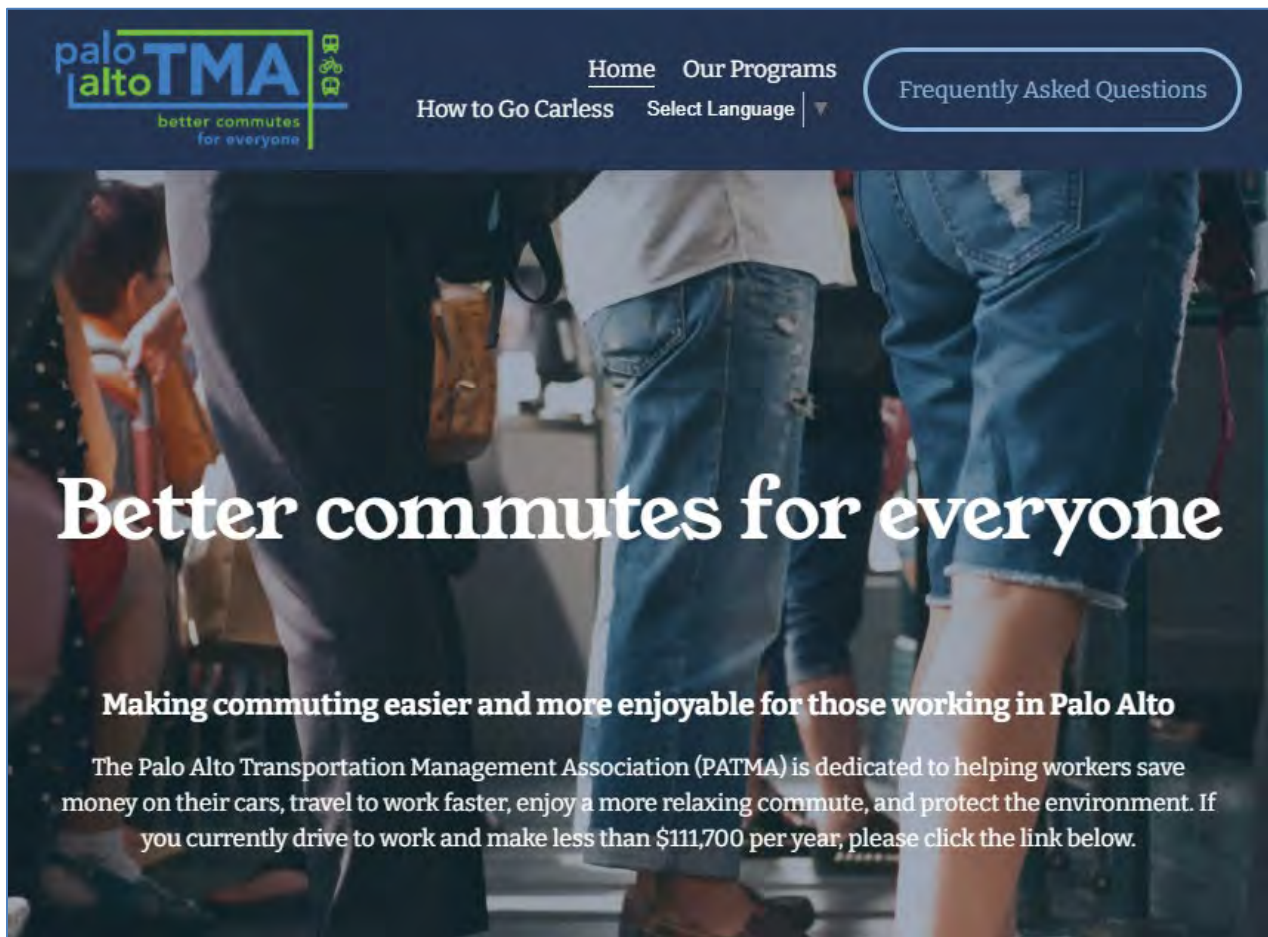
The bottom section of the flier features a collection of logos for the services mentioned in the text above. From left to right, the logos are: 'Guaranteed RIDE HOME' with a car icon, 'COMMUTE with enterprise' with a green car icon, the 'Caltrain' logo in red and white, 'palo alto TMA' in a blue box, 'SILICON VALLEY BICYCLE COALITION' with a bicycle icon, '511 SF Bay' with a green circular icon, the 'VTA Valley Transportation Authority' logo, the 'samTrans' logo with a red and blue horizontal bar, and 'spare the air' in a blue circle.

Resident Commute Website and Resources

The resident dashboard will provide direct links to the Palo Alto TMA and 511.org websites. These sites offer additional transportation resources, including promotions and incentives, Bay Area Spare the Air alerts, transit schedules, ride-matching services, and other commute-related information.

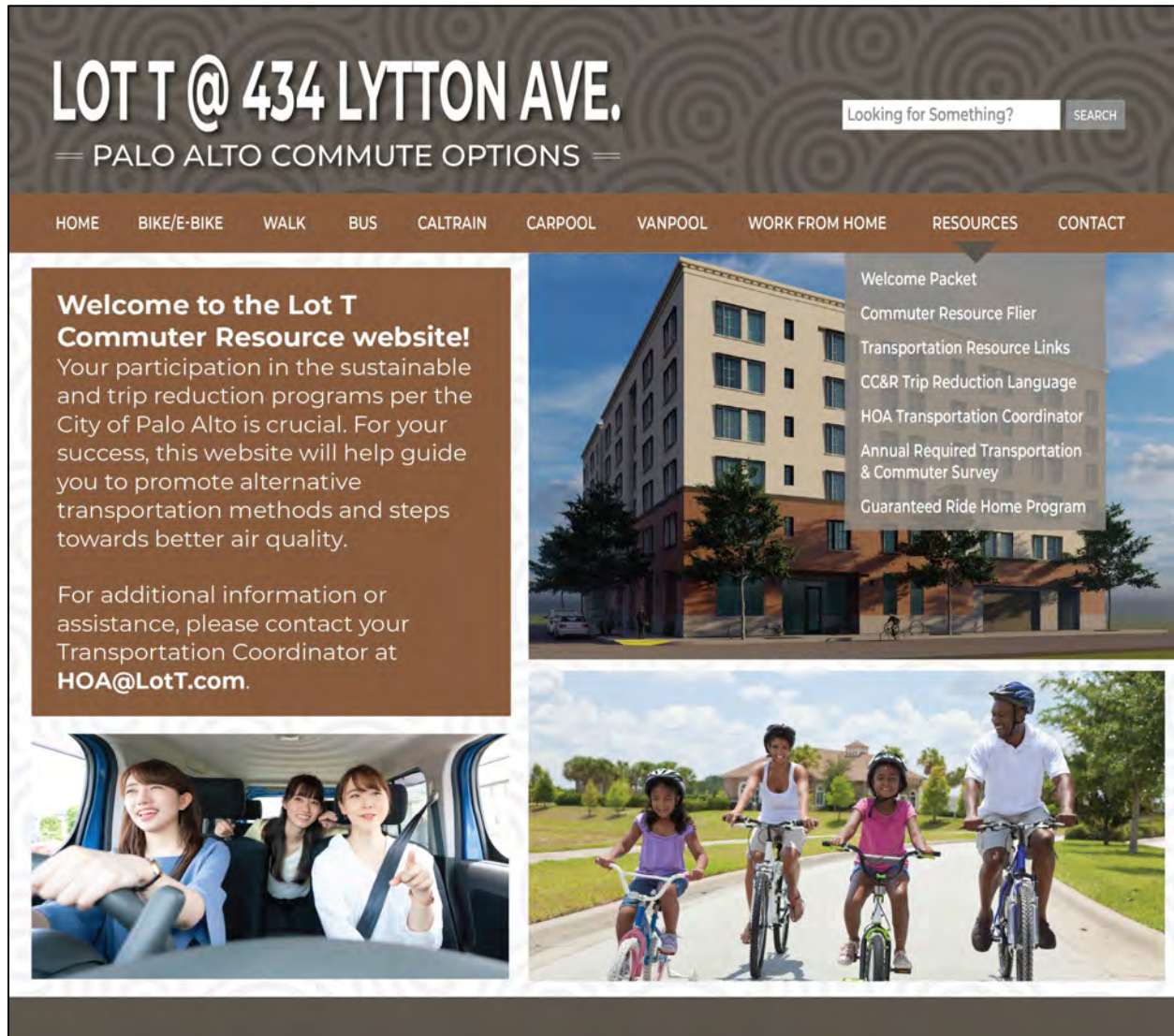
Image 14 below shows a screenshot of the TMA website.

Image 14 – Palo Alto TMA Home Page



Alternatively, the project may incorporate resident commuter information on its social media page. Image 15 shows a mock social media page detailing the resident commute program.

Image 15 – Mock Resident Webpage



11.0 GUARANTEED RIDE HOME PROGRAM

Residents at 450 Lytton Avenue will be informed about VTA’s free Guaranteed Ride Home (GRH) program. GRH is available to anyone who works in Santa Clara County and commutes without driving alone—by transit, bike, walking, carpool, or vanpool. If an emergency arises or a ride is missed, the program provides a free trip home.

GRH can be used for situations such as sudden illness, family or home emergencies, bike problems, severe weather for walkers or bikers, or unexpected overtime. Each resident can receive up to 6 rides per year, totaling \$500, with a maximum reimbursement of \$125 per ride.

The program gives residents peace of mind and makes it easier—especially for families—to choose alternatives to driving alone. A flier and program instructions will be provided to all residents.

Those who work in other counties may have other GRH programs available (e.g., San Mateo, Alameda, Contra Costa).

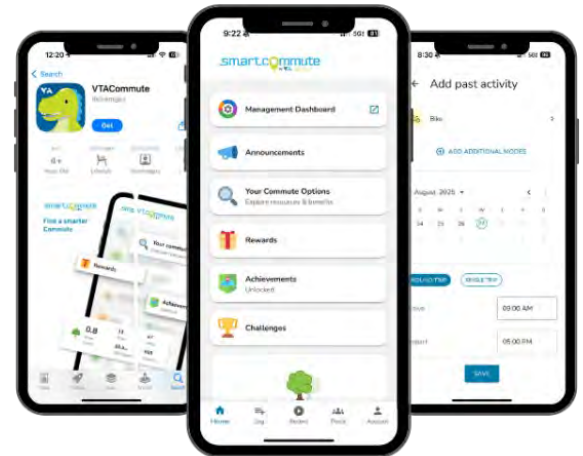
12.0 CARPOOL AND VANPOOL RIDE-MATCHING PROMOTIONS

Carpooling and vanpooling will be strongly encouraged at the project.

Ridematching Resources

SmartCommute is VTA’s free rewards program that gives people real benefits for choosing sustainable travel options like cycling, walking, transit, carpooling, or teleworking. After signing up, users can link to the Commute Tracker app or Strava, and their trips are logged automatically. There is nothing extra to do. You just travel as usual and earn rewards for it.

The applicant or property management will promote these tools to residents, including free ride-matching services. VTA SmartCommute works with private ride-matching companies to offer more ways for commuters to find shared rides. Residents can access these options through the VTA SmartCommute login site.



Residents who are seeking a carpool partner can use the following steps on the App or Website:

1. Go to the **Search** area in the Pools tab, enter your origin and destination, and view matches.
2. Each match shows trip details (locations, schedules, and preferences).
3. To message a match, click **Message**, write a friendly note about your interest, and hit Send. Your email is included in their reply.
4. Click **‘Trip Planning’** in the top header.
5. Enter your start and destination addresses.
6. Click **‘View your commute options’** to see carpool, vanpool, transit, and more.
7. For carpool, vanpool, or bikepool, click the commuter’s name to email via STAR or click **‘Start a carpool,’ ‘Start a vanpool,’** or **‘Bikepool’** to post your interest.

The applicant or property manager will promote commuter rewards available in the VTA SmartCommute program. VTA SmartCommute rewards are points earned for logging sustainable commutes (bus, light rail, carpool, bike, walk) via the VTA Commute Tracker app or website, redeemable for prizes like gift cards and VTA swag in raffles or direct redemptions, tied to employer/campus programs like VTA SmartPass for free transit, and part of regional efforts to reduce traffic and emissions, offering incentives for choosing alternatives to driving alone.

13.0 SCHOOL POOL PROMOTION

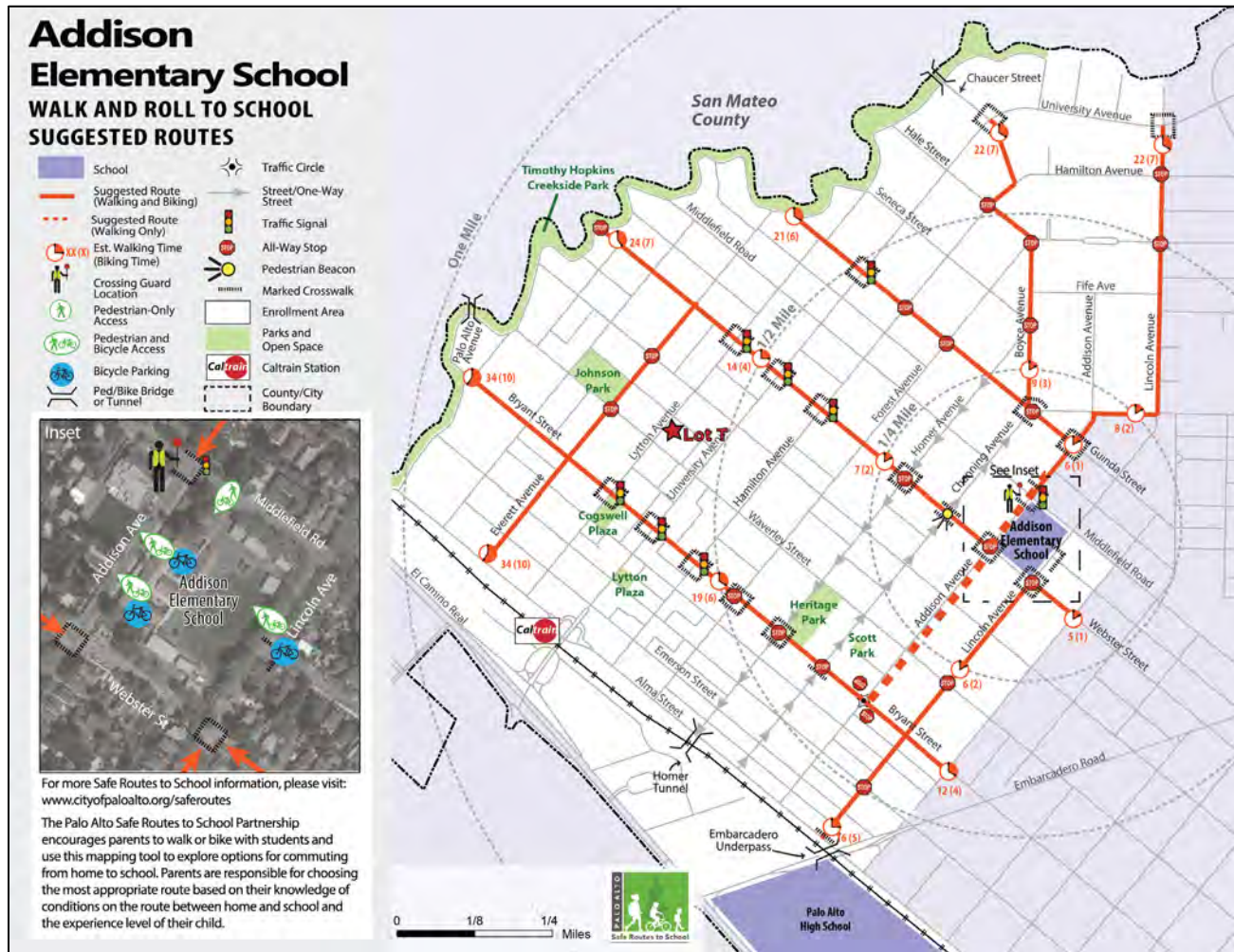
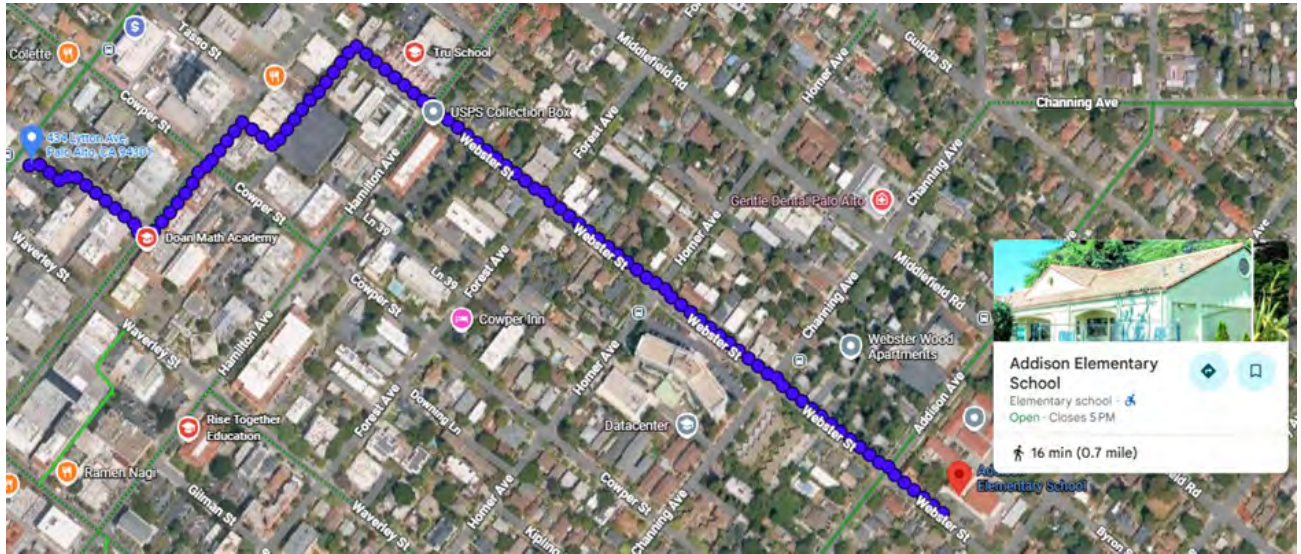
Safe Routes to Schools¹

The Safe Routes to School Program is a community partnership among the City of Palo Alto, the Palo Alto Unified School District (PAUSD), and local Parent-Teacher Associations (PTAs). Its mission is to make it safer for students to travel to and from school and to encourage families to choose healthy, active, and sustainable alternatives to driving alone. The program supports this goal by improving safe, direct access to schools, providing students with training, and offering encouragement and information to families. These efforts help reduce vehicle miles traveled (VMT) and greenhouse gas emissions while promoting healthier daily travel habits. Additional bike-to-school resources are available at <https://511.org/biking/bike-to-school>.



The applicant or property manager will promote and encourage residents to participate in the Safe Routes to Schools program. The nearest public school, Addison Elementary School, is within a 16-minute walk of the project site.

¹ <https://www.paloalto.gov/Departments/Transportation/Safe-Routes-to-School>



14.0 AFTER-HOURS LYFT PASS PROGRAM

The applicant and property managers will promote the Palo Alto TMA's Lyft late-night ride subsidy for commuters. The program provides rides home from Downtown Palo Alto for residents and employees: Monday through Saturday from 10:00 pm to 1:00 am, and Sunday from 8:00 pm to 1:00 am.

The program helps people without cars get home safely after late shifts and encourages commuters to leave their cars parked. It is available only to Palo Alto residents and workers with an annual income below \$111,700. More information is available at <https://www.paloaltotma.org/>. Image 16 below describes the After-hours Lyft Pass program.

Image 16 – After-hours Lyft Pass Program

Do you live in the Greater Palo Alto Area?

If you want to leave your car at home but your shift ends after the last bus or train leaves, PATMA can help.

We subsidize Lyft late night rides from your job in Downtown Palo Alto to home - Monday through Saturday 10pm-1am and Sunday 8pm-1am.

How it works

You can qualify for up to 15 rides per month. Each ride is capped at \$10. Optional tips and any amount exceeding \$10 per ride will be charged to your personal card.

Credits will appear in your Lyft app, good for work trips between Downtown and the greater Palo Alto area zone.

To qualify you must:

- Live within the shaded area of the Greater Palo Alto Area map
- Currently drive to work in Downtown Palo Alto
- Finish work between 10pm-1am Monday-Saturday or 8pm-1am on Sundays
- Earn less than \$111,700 per year
- Have a smartphone and email

Apply now (English) Apply now (Spanish)

Qualifications for this program include:

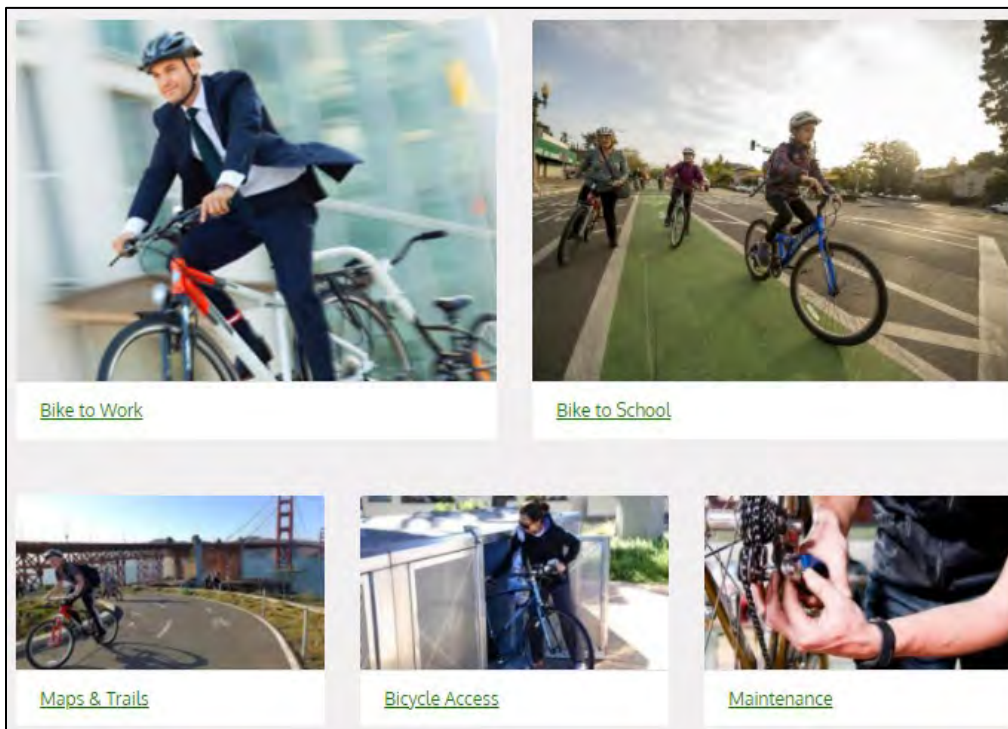
- You live in the shaded area of the Greater Palo Alto Area map.
- You are currently driving to work in Palo Alto.
- Finish work between 10:00 pm and 1:00 am Mon-Sat, or 8:00 pm to 1:00 am on Sun.
- You earn less than \$111,700 per year.
- You have a smartphone and email.

The program offers 15 rides per month, with each ride capped at \$10 in funding. Optional tips and costs over \$10 per ride are not covered, and the commuter may fund these expenditures from their private account.

15.0 BICYCLE RESOURCES AND INCENTIVES

Tenants will promote existing bicycle resources. Bicycle commuters looking for a riding partner can visit bicycling.511.org/ for more information. The 511 system provides significant resources for bicycle commuters, including:

- ◆ Free Bike Buddy matching
- ◆ Bicycle maps
- ◆ Safe bicycle route mapping
- ◆ Location of lockers
- ◆ How to take your bike on public transit
- ◆ How to take your bicycle across the Bay Area toll bridges
- ◆ How to ride safely in traffic
- ◆ Tips on commuting
- ◆ Tips for bike selection
- ◆ Links to bicycle organizations
- ◆ Bike to Work Day



Palo Alto TMA Bike Love Program

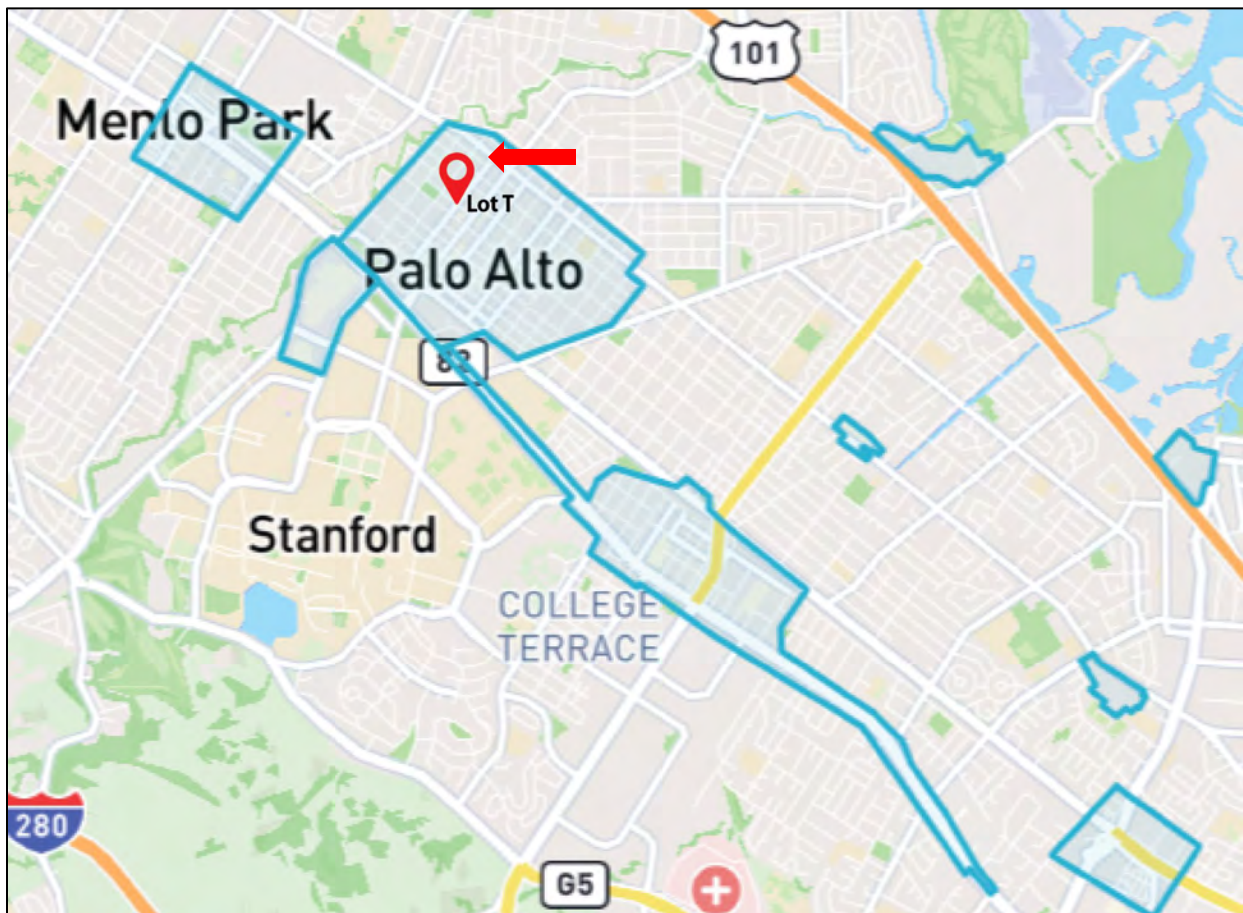
The applicant will promote the Palo Alto TMA’s Bike Love and its Bike Love app to residents. Bike Love, developed with Motion, is a smartphone app that rewards active commuting for people who drive alone to work in Palo Alto. Participants earn \$5 per day (up to \$599/year) and a \$10 setup bonus for biking, e-biking, e-scootering, or e-skateboarding to work or to a nearby transit stop.

Trips to commercial areas in Palo Alto and 30 Bay Area Caltrain stations are tracked in the app, and rewards are loaded to a Visa® Rewards Card within minutes. Using the rewards at local merchants supports both the environment and the local economy.

The program is a pilot to track green commuting and address first-mile transit challenges. Its goal is to reduce drive-alone trips and increase active commuting among employees of Downtown, California Avenue, Stanford Mall, El Camino Real, Midtown, and the City of Palo Alto who currently drive to work at least three times per week.

Image 17 below shows a map of the Palo Alto Bike Love program area.

Image 17 – Bike Love Palo Alto Program Map



Palo Alto TMA Bike/E-Scooter Pilot Program

The Palo Alto TMA (PATMA) helps residents and employees who drive alone to commute by bike or e-scooter. Eligible participants earn a free bike or can use an e-scooter if they:

- Live less than 5 miles from work or within 2 miles of a Caltrain station or major bus stop
- Commit to biking or scooting at least twice per week
- Secure their bike or scooter properly and pass a safety quiz
- Wear a helmet and reflective gear while commuting
- Use the Bike Love rewards app (\$5/day)
- Notify PATMA if they leave their job in Palo Alto
- Allow PATMA to highlight their active commute experience, including a professional photo

This program encourages sustainable commuting, helps reduce traffic, and makes it easier to leave your car at home.

16.0 SUBSIDIES, DISCOUNTS, AND FREE TRANSIT PASSES

Resident Transit Subsidy

The applicant or property managers will offer residents passes or subsidies for monthly public transit costs incurred, equivalent to 30% of the value or \$50, whichever is lower.

The purpose of the subsidy is to incentivize transit use and support regional environmental sustainability goals.

Palo Alto TMA Free Transit Passes²

Residents who earn less than \$111,700 and work in Palo Alto may qualify for a free transit pass by commuting at least 3 days per week. Qualified participants receive a Clipper Card loaded with their choice of:

- Caltrain GoPass**
- VTA SmartPass
- SamTrans
- AC Transit Dumbarton Express

² <https://www.paloaltotma.org/transit-pass-program>

Passes are valid for unlimited trips within the selected system. Use it 3+ days per week, and residents can renew monthly (while funding lasts), saving \$800–\$4,200 per year on commuting costs, plus gas and parking.

***The Caltrain GoPass is an annual pass that can be used across the entire Caltrain system. No monthly renewals are required through the end of 2026.*

Eligibility:

- Earn less than \$111,700/year
- Currently drive alone to work or are a new employee
- Commit to transit 3+ days per week
- Work in the Downtown or California Avenue areas

ClipperSTART – Income-Based Transit Discount

Clipper START is a fare discount program from the Metropolitan Transportation Commission (MTC) for income-eligible Bay Area residents. Participants save 50% on all Bay Area public transit, including single rides.

Eligibility:

- Resident of the Bay Area
- Age 19–64
- Income at or below 200% of the federal poverty level



The program makes transit more affordable for low-income riders and supports a consistent regional fare structure. More information is available at this [link](#).

SECTION IV – MONITORING AND REPORTING

This TDM plan outlines measures and programs to reduce weekday PM peak-hour vehicle trips to the site by at least 45%, in alignment with the City of Palo Alto's Comprehensive Plan's trip-reduction goals.

Annual Commute Survey and Monitoring Reports

Each year, the TDM Program Manager will work with tenants to conduct a five-day commuter survey to track the effectiveness of the project's TDM measures. The survey helps identify where to focus marketing and outreach to maintain reductions in vehicle trips. Image 18 shows a sample survey question about residents' daily commutes.

The survey collects both quantitative data (e.g., mode split) and qualitative feedback (e.g., employee perceptions of alternative transportation programs). The first survey and all subsequent surveys will be conducted in the second or fourth quarter of each year.

Image 18 – Sample Commuter Survey Question

6. How did you **GET TO WORK LAST WEEK**. (select the **primary** transportation method you used.) **If you were out of the office, please describe your "typical" weekly commute activity.**

	Commute Modes
Monday	
Tuesday	
Wednesday	
Thursday	
Friday	

Options for Commute Modes:

- Drove alone to worksite
- Rode as a passenger in a carpool (did not drive)
- Carpooled with an employee/colleague
- Vanpooled (5+ people)
- Rode transit (bus, shuttle, train, etc.)
- Biked to work
- Walked/jogged to work
- Teleworked/worked remotely
- Rode motorcycle/scooter
- Did not work this day

Commuter survey reports will be submitted to the Director two years after building occupancy and annually thereafter. Reports will evaluate the effectiveness of TDM measures, compare results against performance targets, and recommend changes to improve parking management and reduce trips.

If the trip-reduction target is not met, the report will explain why and outline additional measures for the following year to increase alternative mode use. If these deficiencies are not addressed within six months, the Director may impose administrative penalties.

Annual Driveway Hose Count

The project may require driveway counts, which must be conducted by an independent consultant or qualified third party at the expense of the property owner or applicant.

Driveway count data will be submitted to the Chief Transportation Official two years after occupancy and annually afterward. This data will show how well the TDM measures are reducing vehicle trips and, if needed, help adjust the plan to meet the 45% peak-hour trip target (about 13 trips during the PM peak hour).

Monitoring will include driveway vehicle counts to track daily and peak-hour trips, following the methods outlined in the current Trip Generation Manual by the Institute of Transportation Engineers (ITE). Results will be compared to baseline ITE trip estimates to determine if the project achieved the 45% reduction in evening peak-hour trips.

If the target is not met, the Director may require plan modifications or impose penalties if deficiencies are not corrected within six months (PAMC 18.52.050(d)(4)).

Table 3 shows the project’s trip estimates: 450 Lytton Avenue is expected to generate 13 PM peak-hour trips. With the 45% reduction target, this number would drop to 15 trips.

Table 3 – Trip Generation Calculations

Land Use	ITE			Daily	AM Peak Hour			PM Peak Hour					
	Code	Size	Unit	Trip Rate	Daily Trips	Pk-Hr Rate	Trips		Pk-Hr Rate	Trips			
							In	Out	Total		In	Out	Total
Multifamily Housing-Mid-Rise	221	72	DU	4.54	327	0.37	6	21	27	0.39	17	11	28
City Trip Reduction Requirement			-45%		-147		-3	-9	-12		-8	-5	-13
Net new trips less 45% (trip cap)					180		3	11	15		9	6	15

Notes:

All rates are from: Institute of Transportation Engineers, *Trip Generation, 11th Edition* (average rates, expressed in trips per dwelling unit (DU))

1. Land Use Code 221: Multifamily Housing Mid-Rise

Calculations not verified by a traffic engineer.

The location and features of the residential units are well-suited to meet today's commuters' changing needs. The project is within walking distance (one-quarter mile) of several SamTrans and Dumbarton Express buses. When combined, these transit resources provide more than 241 daily trips.

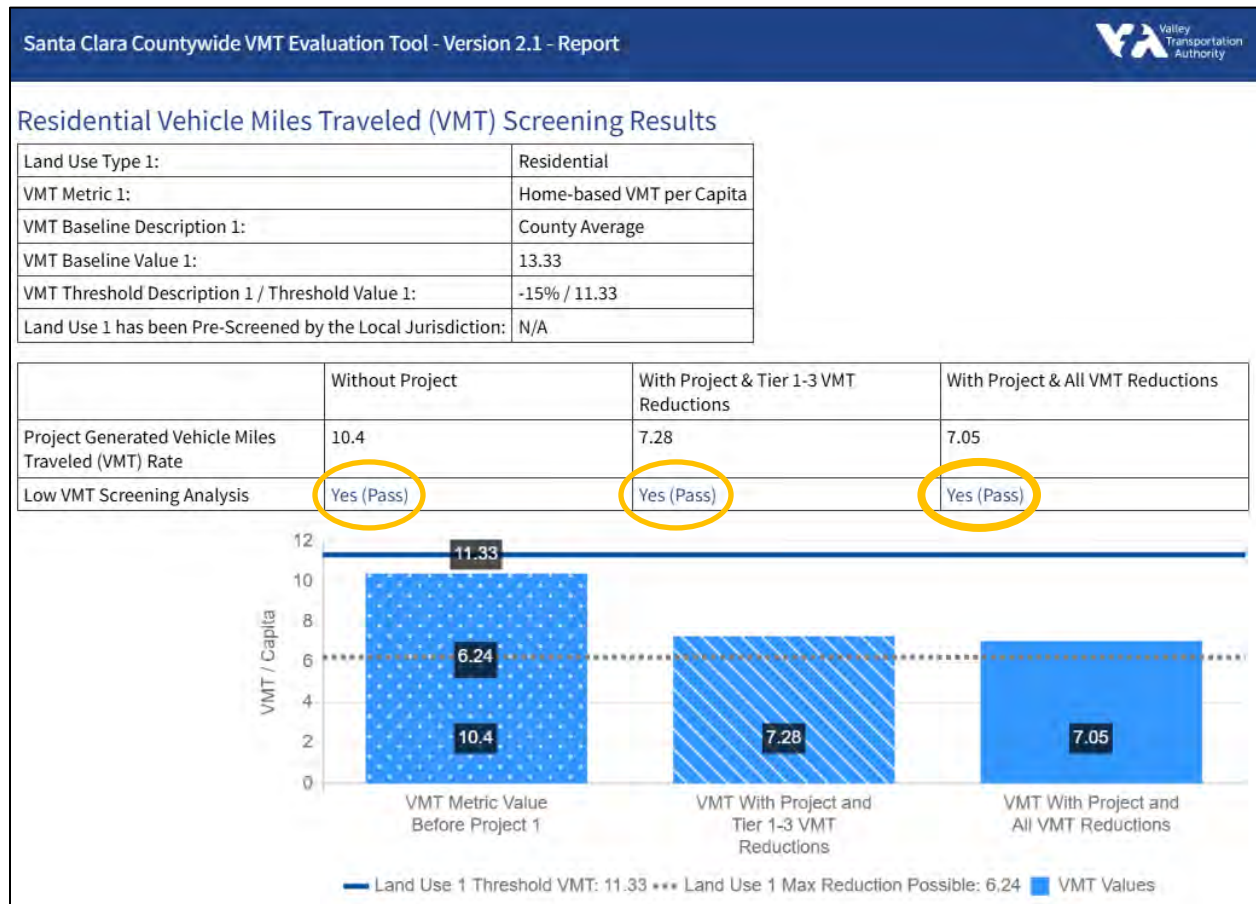
VMT VTA Screening Report

The project underwent VMT screening using the VTA tool and passed. The VMT Evaluation Tool helps estimate how much vehicle travel (VMT) a proposed project is likely to generate and whether it qualifies for VMT screening under California law (SB 743). It also estimates how much VMT can be reduced through specific trip-reduction strategies.

Projects can include one or more of these uses, with or without small local-serving retail.

If a project receives a passing result, it means the tool finds that the project’s VMT impact is not significant under the SB 743 screening criteria. In practical terms, this usually means:

- The project does not need a full VMT impact study under CEQA, and
- The project is generally considered consistent with state goals to reduce driving and greenhouse gas emissions.



GreenTRIP Connect Dashboard

Transform is a regional organization that provides a tool for residential developments to estimate site-specific trip-generation statistics, such as miles driven per day, greenhouse gas emissions, and more. The GreenTRIP dashboard includes regional and citywide statistics for comparison to this project. Based on the project's location, unit count, unit mix, rent, parking supply, and traffic reduction strategies, this project will result in the following:

- 491,265 fewer miles driven yearly compared to the Palo Alto City average.
- 71% fewer GHG impacts yearly than the Palo Alto City average.
- 51% fewer parking spaces are used yearly than the Palo Alto City average.
- \$600 in transportation savings for future residents

Image 19 below is a screenshot of the GreenTRIP dashboard analysis for the 450 Lytton Avenue project, which summarizes the estimated outcomes.

Image 19 – Green Trip Dashboard



17.0 CONCLUSION

The applicant has created the 450 Lytton Avenue TDM Plan to meet the needs of this project while leveraging the site's location and transportation options. From the start, the project was designed to make it easy for people to walk, bike, and access nearby services.

The project is committed to reducing evening peak 72-hour vehicle trips by 45% and encouraging residents to use alternative modes of transportation, such as transit, biking, walking, or carpooling. This TDM Plan outlines strategies to help achieve these goals and support a 5.6% reduction in parking, in line with the City of Palo Alto's policies.

Overall, the 450 Lytton Avenue project fits with Palo Alto's goal of building near major transit corridors and supports the city's green and sustainability initiatives. By promoting cleaner transportation and reducing traffic, the project helps improve air quality while supporting community growth.

ATTACHMENTS

SamTrans Route 280 Map

SamTrans Route 281 Map

SamTrans Route 2960 Map

SamTrans Route 397 Map

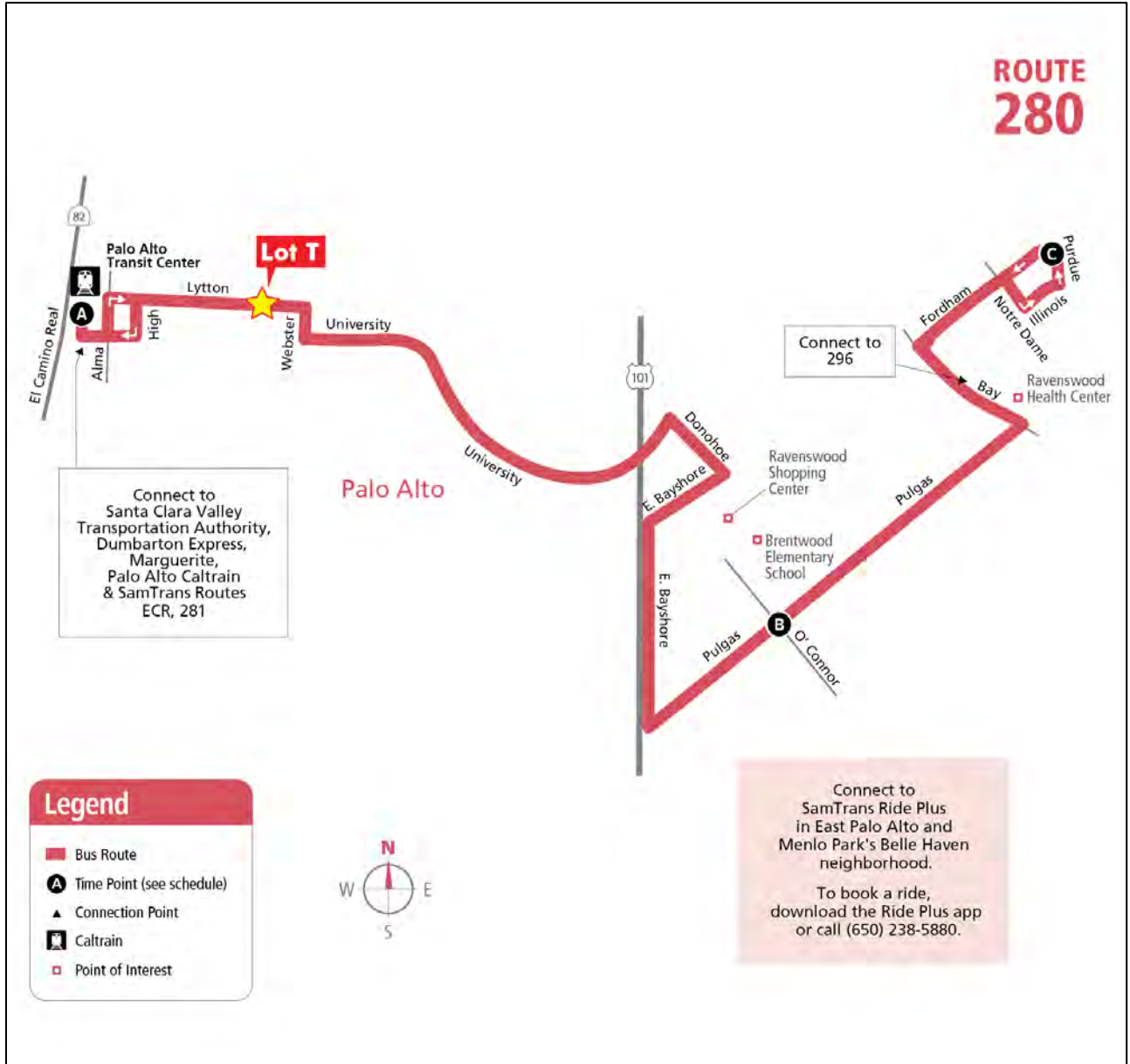
*List of Nearby Amenities – 0.25 miles or less from 450 Lytton Avenue
(personal services, restaurants, coffee, retail/sundry, banking, etc.)*

Guaranteed Ride Home Program Flier

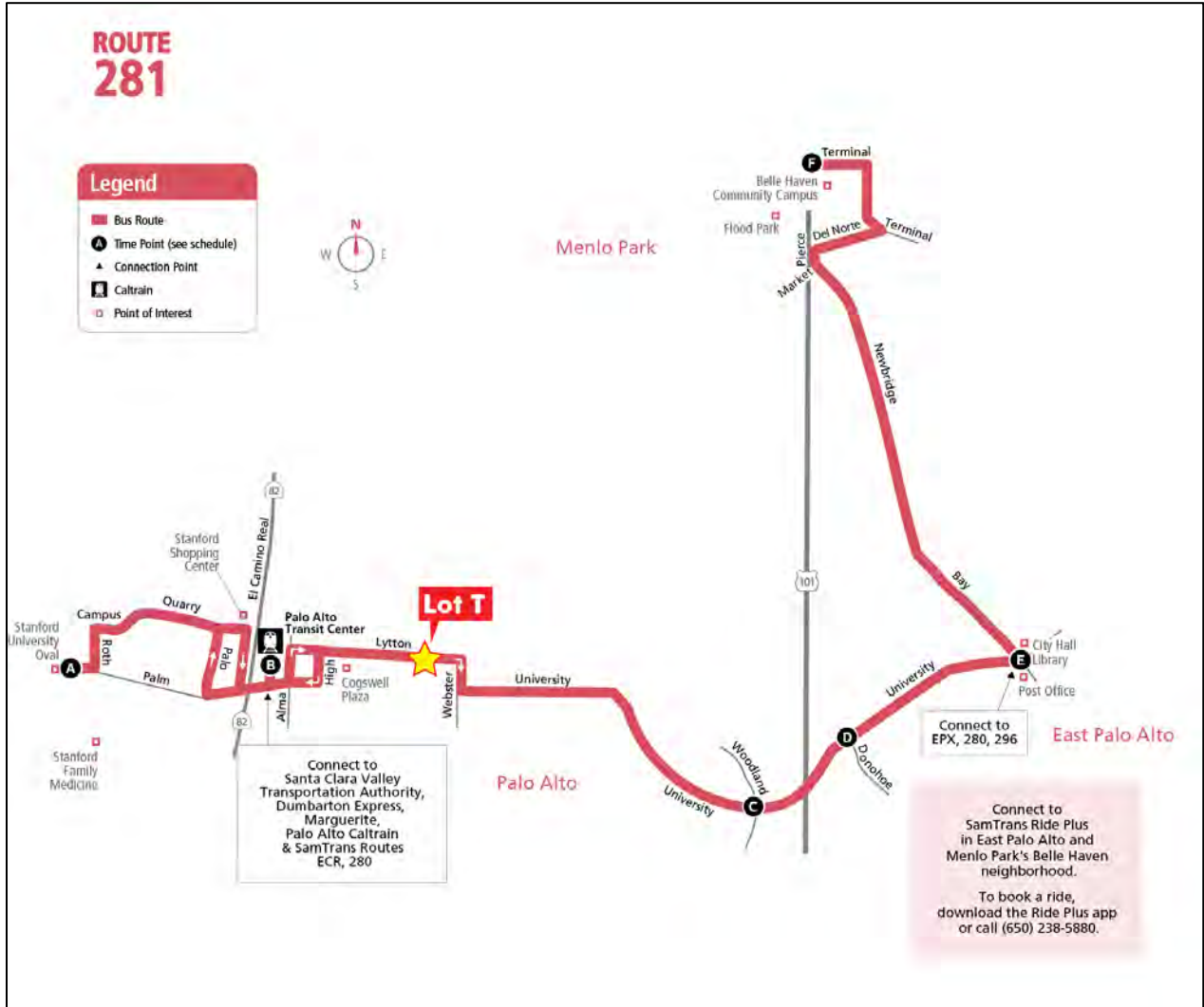
VTA VMT Screening Report

TDM Specialists, Inc. Qualifications

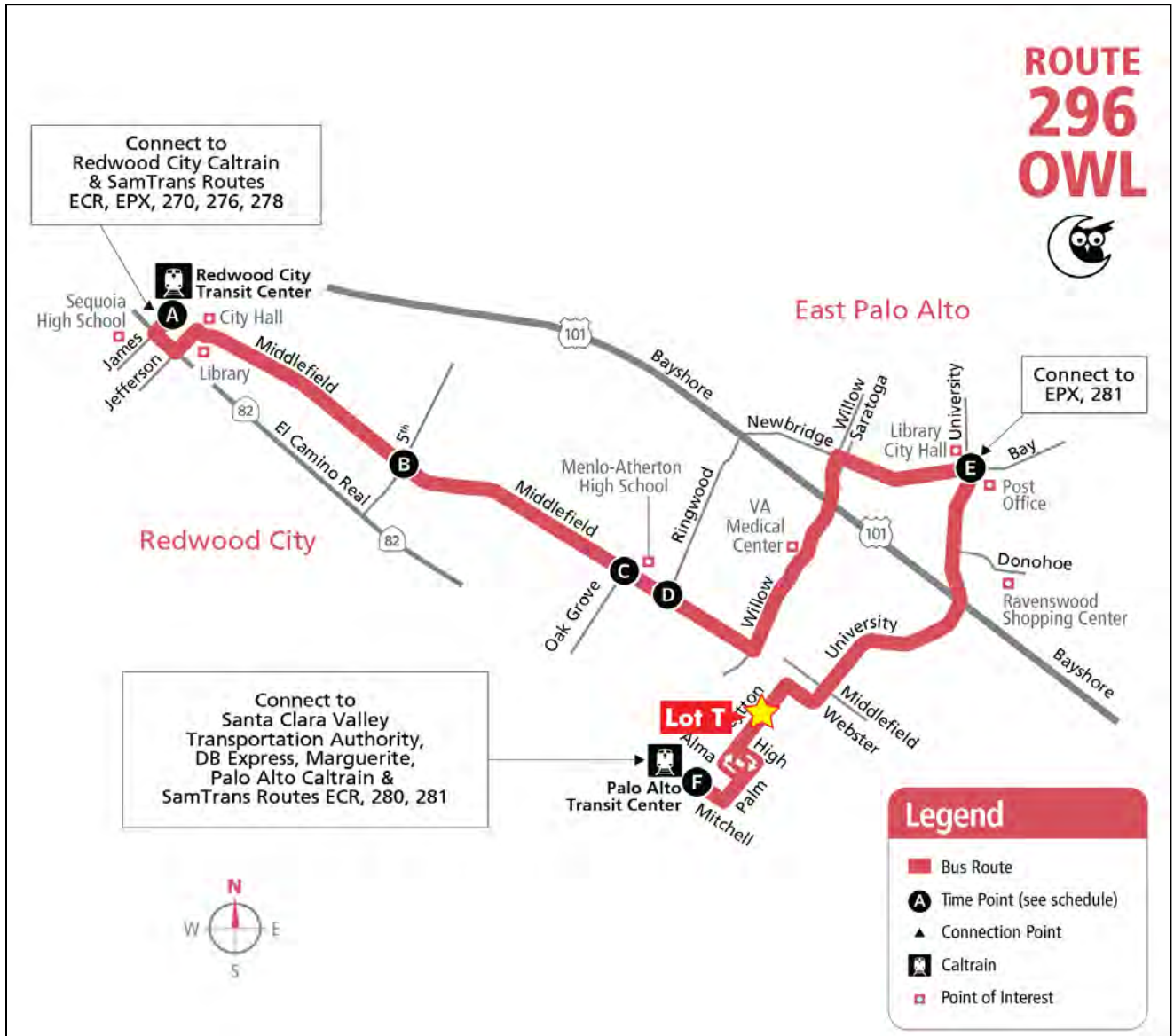
SamTrans Route 280 Map



SamTrans Route 281 Map

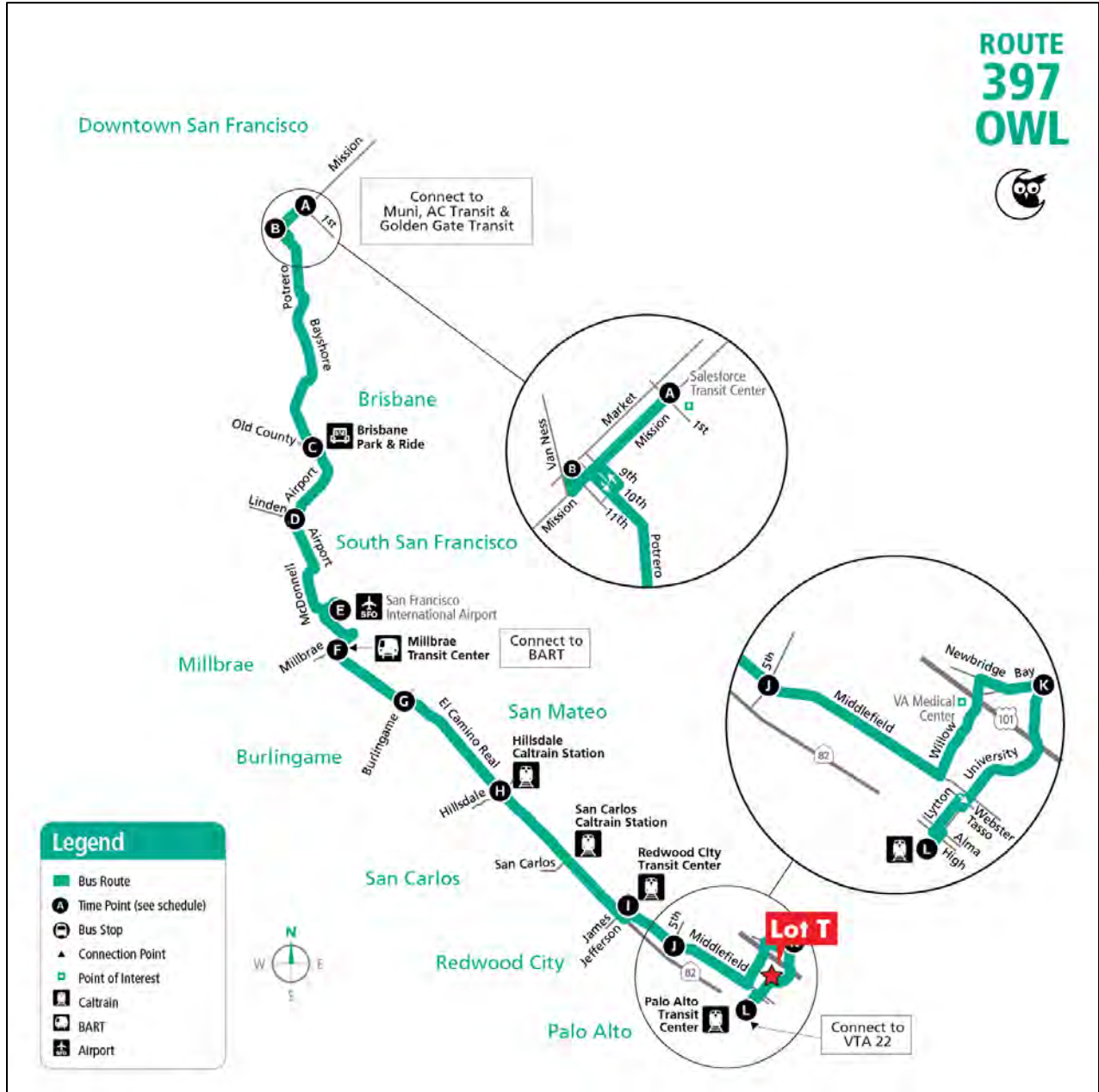


SamTrans Route 296O Map



SamTrans Route 397 Map

**ROUTE
397
OWL**



List of Nearby Amenities
Within 0.20 or fewer miles
450 Lytton Avenue, Palo Alto, CA

Restaurants, Cafes/Delis, Coffee, and Bakeries	Phone #	Distance Away
 Ike's Love & Sandwiches 401 Lytton Ave, Palo Alto, CA	650-561-4762	203 ft.
 Vino Locale 431 Kipling St, Palo Alto, CA	650-328-0450	220 ft.
 Sancho's Taqueria 491 Lytton Ave, Palo Alto, CA	650-322-8226	315 ft.
 Mademoiselle Colette 499 Lytton Ave, Palo Alto, CA	888-771-8229	371 ft.
 O2 Valley 452 University Ave, Palo Alto, CA	650-613-1700	495 ft.
 Blue Bottle Coffee 456 University Ave, Palo Alto, CA	510-661-3510	0.10 mi.
 YAYOI Palo Alto 403 University Ave, Palo Alto, CA	650-494-4437	0.10 mi.
 Pho Banh Mi 405 University Ave, Palo Alto, CA	650-384-6614	0.10 mi.
 Café Venetia 417 University Ave, Palo Alto, CA	650-323-3600	0.10 mi.
 Taste 423 University Ave, Palo Alto, CA	650-323-6488	0.10 mi.
 Mr. Sun Tea Palo Alto 436 University Ave, Palo Alto, CA	650-384-6520	0.10 mi.
 Somisomi 440 University Ave, Palo Alto, CA	650-665-7954	0.10 mi.
 Urban Momo 448 University Ave, Palo Alto, CA		0.10 mi.
 Blue Bottle Coffee 456 University Ave, Palo Alto, CA	510-661-3510	0.10 mi.
 President's Terrace 488 University Ave, Palo Alto, CA	650-843-9755	0.10 mi.
 Lou & Herbert's 488 University Ave, Palo Alto, CA	650-843-9755	0.10 mi.
 ROOH Palo Alto 473 University Ave, Palo Alto, CA	650-800-7090	0.10 mi.
 Il Fornaio 520 Cowper St, Palo Alto, CA	650-853-3888	0.20 mi.
 Tai Pan 560 Waverley St, Palo Alto, CA	650-329-9168	0.20 mi.
 Ethel's Fancy 550 Waverley St, Palo Alto, CA	650-561-4860	0.20 mi.
 Molly Tea (Palo Alto)	408-766-9009	0.20 mi.

318 University Ave, Palo Alto, CA		
 Aunty Jenny 328 University Ave, Palo Alto, CA		0.20 mi.
 Bevri – Palo Alto 335 University Ave, Palo Alto, CA	650-600-0433	0.20 mi.
 Khazana by Chef Sanjeev Kapoor 339 University Ave, Palo Alto, CA	650-384-6411	0.20 mi.
 Crepevine Restaurants 367 University Ave, Palo Alto, CA	650-323-3900	0.20 mi.
 Marugame Udon 383 University Ave, Palo Alto, CA	650-285-2880	0.20 mi.
 Kanpai 330 Lytton Ave, Palo Alto, CA	650-325-2696	0.20 mi.
 Joe & The Juice 508 University Ave, Palo Alto, CA	646-741-8640	0.20 mi.
 Tamarine Restaurant & Gallery 546 University Ave, Palo Alto, CA	650-325-8500	0.20 mi.
Retail	Phone #	Distance Away
 7-Eleven 401 Waverley St, Palo Alto, CA	650-326-2614	256 ft.
 Michaela's Flower Shop 453 Waverley St, Palo Alto, CA	650-321-5390	0.10 mi.
 Enoteca Venetia 419 University Ave, Palo Alto, CA		0.10 mi.
 Indoorra 432 University Ave, Palo Alto, CA	650-384-6446	0.10 mi.
 The RealReal 379 University Ave, Palo Alto, CA	650-457-5087	0.10 mi.
 Visual Comfort & Co 375 University Ave, Palo Alto, CA	650-414-7680	0.10 mi.
 AT&T Store 479 University Ave, Palo Alto, CA	650-324-2300	0.10 mi.
 Artsy Rugs 300 University Ave, Palo Alto, CA	650-656-8007	0.20 mi.
 Apple Palo Alto 340 University Ave, Palo Alto, CA	650-798-2800	0.20 mi.
 CVS 352 University Ave, Palo Alto, CA	650-324-3248	0.20 mi.
 Avocado Green Mattress 370 University Ave, Palo Alto, CA	650-640-2545	0.20 mi.
 Five Ten Gifts 510 Waverley St, Palo Alto, CA	650-322-4510	0.20 mi.
 Dolma Tibetan Handicraft 382 University Ave, Palo Alto, CA	650-289-0561	0.20 mi.
 Letter Perfect 384 University Ave, Palo Alto, CA	650-321-3700	0.20 mi.
 Color Me Mine	650-550-1111	0.20 mi.

321 University Ave, Palo Alto, CA		
 Brandy Melville 323 University Ave, Palo Alto, CA	650-752-6323	0.20 mi.
 Design Within Reach 355 University Ave, Palo Alto, CA	650-328-2700	0.20 mi.
Health, Beauty & Fitness	Phone #	Distance Away
 Studio650 440 Kipling St, Palo Alto, CA	650-339-0034	285 ft.
 Sam's Barber Styling Shop 495 Lytton Ave, Palo Alto, CA	650-328-4744	344 ft.
 Nails by Michelle 418 Waverley St, Palo Alto, CA	650-322-7990	417 ft.
 Balayage Lynn 418 Waverley St, Palo Alto, CA	408-409-0248	417 ft.
 Like! Hair Salon 444 Kipling St, Palo Alto, CA	408-646-1925	472 ft.
 Refine Optometry – Dr. Joy Lam 460 University Ave, Palo Alto, CA	650-327-2020	0.10 mi.
 President Barber Shop 490 University Ave, Palo Alto, CA	650-325-5229	0.10 mi.
 Eco Salon 412 Florence St, Palo Alto, CA	408-830-7818	0.10 mi.
 Angel Eyebrow Threading & Henna Art 412 Florence St, Palo Alto, CA	650-508-1976	0.10 mi.
 Hair by Shayda 412 Florence St, Palo Alto, CA	650-726-8450	0.10 mi.
 Rita Keleta Hair Design 412 Florence St, Palo Alto, CA	650-328-3665	0.10 mi.
 Color Theory Hair Salon 412 Florence St, Palo Alto, CA	650-885-8991	0.10 mi.
 Hair by Monique 493 Lytton Ave, Palo Alto, CA	650-462-9441	0.10 mi.
 Capsule 475 University Ave, Palo Alto, CA	650-374-0364	0.10 mi.
 Solidcore Palo Alto 499 University Ave, Palo Alto, CA	650-334-1239	0.20 mi.
 Thazin Aung Optometrist 540 University Ave, Suite 110, Palo Alto, CA	650-321-2015	0.20 mi.
 Simply Be Beautiful Day Spa 530A University Ave, Palo Alto, CA	650-323-1009	0.20 mi.
 Le Salon Dore 530 University Ave, Suite A, Palo Alto, CA	650-323-1009	0.20 mi.
Services	Phone #	Distance Away
 Doan Math Academy 436 University Ave, Palo Alto, CA	650-318-1441	0.10 mi.
 Elite Cleaners & Tailors 468 University Ave, Palo Alto, CA	650-323-7400	0.10 mi.

 CaliPhonia Phone & Computer Repair 476 University Ave, Palo Alto, CA	650-666-5919	0.10 mi.
 MoneyGram 352 University Ave, Palo Alto, CA	800-746-7287	0.20 mi.
 One Pass Driving Instructor 350 University Ave, Palo Alto, CA	408-888-3416	0.20 mi.
 Islas Maintenance 317 University Ave, Palo Alto, CA	650-924-0113	0.20 mi.
Transportation, Gas, Shipping & Storage	Phone #	Distance Away
 Tesla Supercharger Bryant St #445, Palo Alto, CA		0.20 mi.
 ChargePoint Charging Station 445 Bryant St, Palo Alto, CA	888-758-4389	0.20 mi.
 PowerFlex Charging Station 445 Bryant St, Palo Alto, CA	833-479-7359	0.20 mi.
 ChargePoint Charging Station 533 Cowper St, Palo Alto, CA		0.20 mi.
Banks & ATM	Phone #	Distance Away
 Citibank ATM 401 Waverley St, Palo Alto, CA	800-627-3999	256 ft.
 Bank of America Financial Center 530 Lytton Ave, Palo Alto, CA	650-566-8331	476 ft.
 U.S. Bank Branch 400 University Ave, Palo Alto, CA	650-687-1734	0.10 mi.
 Heritage Bank of Commerce 325 Lytton St, Suite 100, Palo Alto, CA	650-321-0500	0.10 mi.
 First Citizens Bank 420 Cowper St, Palo Alto, CA		0.10 mi.
 SVB Private ATM 420 Cowper St, Palo Alto, CA	650-378-3700	0.10 mi.
 Wells Fargo Bank 301 University Ave, Palo Alto, CA	650-319-0032	0.20 mi.
 ATM 567 University Ave, Palo Alto, CA		0.20 mi.
 Bank of the West 531 Cowper St, Palo Alto, CA		0.20 mi.
 BMO ATM 531 Cowper St, Palo Alto, CA	800-488-2265	0.20 mi.
 Buy Bitcoin 352 University Ave, Palo Alto, CA	888-212-5824	0.20 mi.
Daycare	Phone #	Distance Away
 Discovery Children's House 437 Webster St, Palo Alto, CA	650-329-8023	0.20 mi.
 Imagina Daycare 726 Everett Ave, Palo Alto, CA	650-739-5962	0.40 mi.
 Downtown Palo Alto Kindercare 848 Ramona St, Palo Alto, CA	650-473-1100	0.60 mi.

 The Learning Center 459 Kinglsey Ave, Palo Alto, CA	650-325-6683	0.80 mi.
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Guaranteed Ride Home Program Flier

Guaranteed

RIDE HOME

**DURING AN EMERGENCY*—
IT'S ON US!**



BAY AREA
AIR QUALITY
TRANSPORTATION
FUND FOR
CLEAN AIR

Commute with confidence when traveling to work or school using a sustainable transportation mode knowing you have a guaranteed back-up ride during unexpected times. You choose the best way to get home in an emergency and we reimburse your trip.



* Visit vta.org/grh for program rules and limitations.

What is the Guaranteed Ride Home program?



The Guaranteed Ride Home Program (GRH) is provided by VTA to encourage commuters to use a sustainable mode of transportation to work, college, or adult education classes in Santa Clara County by providing a reimbursement (\$\$\$) on the cost to get home in the event of an emergency. Participants may request a GRH reimbursement due to qualifying events such as: personal injury/illness, home emergency, childcare/eldercare emergency, vanpool vehicle breaks down, bike/scooter breaks down, bike/scooter is stolen, participant is required to work unexpected overtime, or if the last transit trip of the day is cancelled. The GRH program reimburses commuters who choose public transportation, an employer-provided shuttle, carpool, vanpool, micro-transit, bicycle or walk to work or college in Santa Clara County.

Visit vta.org/grh for more information.

Who is eligible for a GRH reimbursement?

- Must be 18 years or older
- Must work in Santa Clara County or attend a post-secondary school/college in Santa Clara County
- Must have used a sustainable transportation mode to get to work or school on day GRH is needed
- Must have a VTA GRH account at the GRH portal

What types of emergencies are eligible for a qualified GRH trip?

- Personal or family illness, injury or emergency
- Home emergency
- Eldercare or daycare emergency
- Bicycle/e-scooter theft or breakdown
- Unforeseen change of work schedule (supervisor verification will be required)
- Carpool/shuttle partner emergency/cancellation resulted in loss of ride home
- Local air quality index exceeds 300

What types of trips or reasons are not covered?

- Typical transit delays
- Worker strikes
- Personal errands or appointments
- Ride to work or school
- Carpool app provider cannot find a match to get the commuter home
- Non-emergency side trips
- Business-related travel
- Transportation to a doctor or hospital resulting from an on-the job injury

What mode of transportation can I use for my GRH trip?

- Taxis
- Rental cars (including insurance and tolls)
- Carshare vehicles (including insurance and tolls)
- Transportation network companies (Lyft, Uber, etc.)
- Public transportation
- Shared bicycle or e-scooter provider (micro-transit)

Fuel and gratuity are not eligible for reimbursement.



How do I request a reimbursement?

VTA GRH participants may redeem a GRH reimbursement request via the GRH participant portal. Participants must complete the questionnaire provided in the reimbursement request and provide GRH trip receipt(s) and accompanying information to receive reimbursement. Reimbursement requests must be submitted within 30 days of GRH trip. Visit vta.org/grh for program rules and limitations.

VTA VMT Screening Report

Project Details

Timestamp of Analysis January 23, 2026, 05:34:03 PM

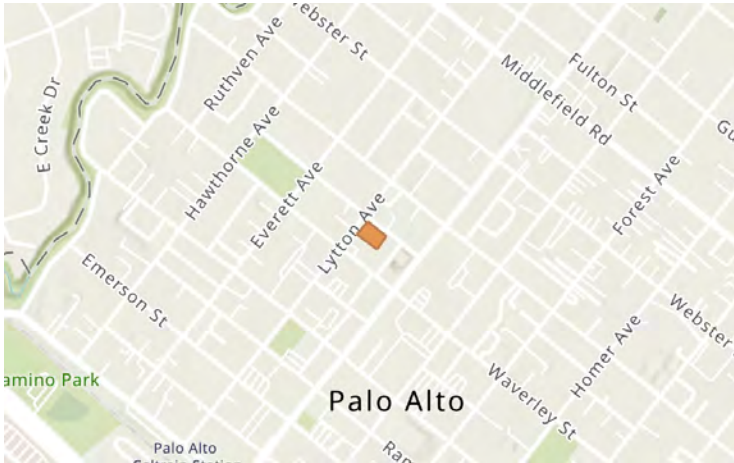
Project Name 434 Lytton Avenue - Lot T 100% Affordable

Project Description The 434 Lytton Avenue project (Lot T) is a proposed 72-unit affordable housing development for low-income families in downtown Palo Alto.

Project Location Map

Jurisdiction: Palo Alto

APN	TAZ
12015100	435



Analysis Details

Data Version VTA Countywide Model December 2019

Analysis Methodology TAZ

Baseline Year 2015

Project Land Use

Residential:

Single Family DU:

Multifamily DU: 72

Total DUs: 72

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 46 %

Very Low Income: 14.000000000000002 %

Low Income: 39 %

Parking:

Motor Vehicle Parking: 34

Bicycle Parking: 80

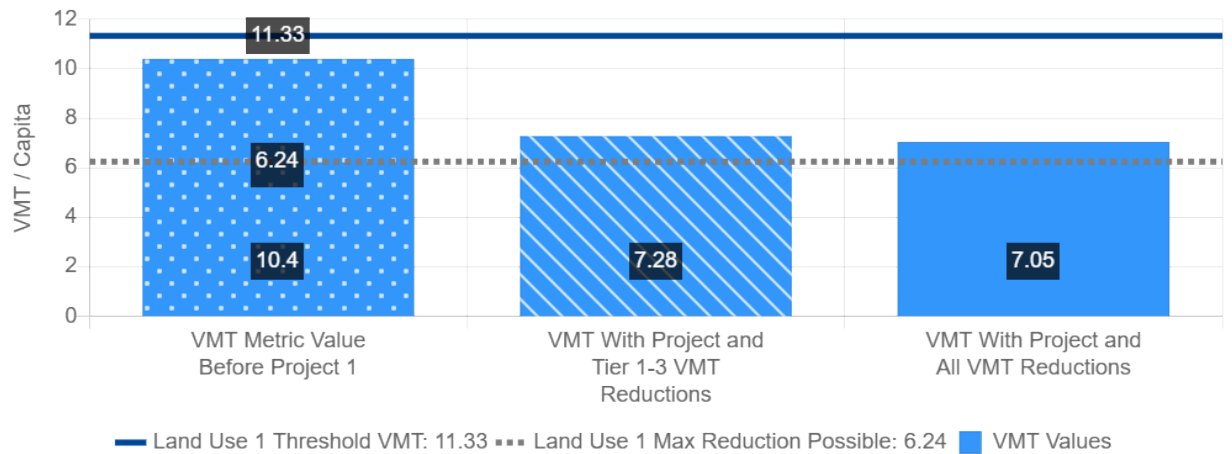
Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
VMT Threshold Description 1 / Threshold Value 1:	-15% / 11.33
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	10.4	7.28	7.05
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	17.02
With Project Residential Density:	170.21

PC03 Affordable Housing

Extremely Low Income:	46 %
Very Low Income:	14.000000000000002 %
Low Income:	39 %

Tier 3 Parking

PK01 Limit Parking Supply

Minimum Parking Required by City Code:	36
Total Parking Spaces Available to Employees:	34
Is the Surrounding Street Parking Restricted?:	Yes

Tier 4 TDM Programs

TP01 School Pool Programs

School Pool Program Percent of Expected Participant Households:	10 %
-----------------------------------------------------------------	------

TP04 CTR Marketing and Education

CTR Marketing/Education Percent Expected Participants:	100 %
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TP07 Subsidized Transit Program

Percent of Transit Subsidy:	50 %
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TP13 Ride-Sharing Programs

Expected Percent of Ride-Sharing Participants:	30 %
------------------------------------------------	------

TDM SPECIALISTS, INC. QUALIFICATIONS



TDM SPECIALISTS, INC.

*A Transportation Demand
Management Company*

We are planners and technical experts focused on development projects and improving employee mobility options. Our Transportation Demand Management (TDM) planning solutions reduce vehicle traffic, parking demand, greenhouse gases, and air pollution impacts. We work successfully with developers, employers, and government agencies to get TDM Plans approved and projects entitled. We also implement and manage on-site commuter programs and achieve required TDM goals.

Our TDM practitioners provide full-service commute and traffic mitigation, sustainable LEED planning, and air quality conformity. Serving as an extension of client staff, we provide a broad range of services to get the job done efficiently while meeting the unique needs of the client and specific jurisdiction.

“We have finished the review of the Draft TDM. First let me say, that was the best TDM I have ever seen! The best by a large margin...a fantastic TDM Plan. Thank you so much.”

Steve Lynch, AICP, Senior Planner, City of Santa Clara, California

Transportation Demand Management

TDM Specialists develop Transportation Demand Management plans, traffic mitigation plans, and sustainable programs that address green commuting, mobility, and constrained parking issues. The purpose of TDM is to promote more efficient utilization of existing transportation facilities, reduce traffic congestion and mobile source emissions, and ensure that projects are designed in ways to maximize the potential for alternative transportation use.

Commute Program Implementation

We have a proven track record of getting employees out of their cars. As projects are built and occupied, TDM Specialists can develop the structure, outreach and promotions necessary to implement and manage employee Commute Programs. The initial start-up, implementation, and ongoing management of the Commute Program are designed to meet TDM or trip reduction objectives and requirements. The overarching goal of a Commute Program is to enhance the quality of life and reduce commute trips for project employees.

Quality of life improvements can enhance employee recruitment, morale and retention, and increase productivity that create positive benefits for businesses.

Sustainable Air Quality and Greenhouse Gas (GHG) Solutions

TDM Specialists successfully implements trip reduction programs tailored to fit the project, and can typically reduce employee trips to the site by 30 percent. This results in reduced drive-alone trips and complies with requirements to reduce project GHG impacts. We coordinate the mechanisms to calculate and report these results to appropriate agencies.

Contact:

Elizabeth L. Hughes
Senior Transportation Manager

TDM Specialists, Inc.
5150 Fair Oaks Blvd, Suite 101-264
Carmichael, CA 95608

(408) 420-2411
elizabeth.hughes@tdmspecialists.com



A Transportation Demand Management Company

Areas of Expertise

Traffic Mitigation

TDM/TSM Mitigation Plans
 TDM Employer Training
 Commute Program Development
 Commute Program Management
 Commute Program Audits
 Commuter Surveys
 Transportation Fairs and Events
 Car Management Strategies
 Shuttle Programs
 TMA Management

Parking Mitigation

Parking Demand Reduction
 Parking Management Strategies
 Parking Constraints Solutions

Entitlement

Project Support
 Strategic Counsel
 Critical Response Support
 Environmental (EIR) Mitigation
 (Air Quality and Transportation)

Sustainability

Greenhouse Gas Emission Reductions
 Supporting LEED Components
 Air Quality Mitigation Plans

TDM Applications

- Office or R&D buildings
- Corporate Headquarters/Campus
- Master Plan projects
- Specific Plans
- Business Parks
- Hospitals/Medical Offices
- Retail/Shopping Centers
- Residential (multi family, single family, hi-rise, etc.)
- Special Events
- Recreation
- Universities and Colleges
- Warehouse and Manufacturing
- Airports and Transit Stations

Development, Property Management and Employer Projects

- Facebook
- Genentech
- NVIDIA
- SAP Labs
- Intel Folsom
- Intel Santa Clara
- Nokia
- Yahoo! Inc.
- NetApp
- VMware
- McClellan Business Park
- Juniper Networks
- Sunnyvale City Center
- Marvell
- Access/Palm Source
- Alexandria Real Estate Equities
- Oyster Point Business Park
- Metro Air Park
- Raley Field
- Moffett Park Business and Transportation Association
- Intuitive Surgical
- The Allen Group
- Spieker Properties
- HCP, Inc.
- Granite Regional Park
- Hyatt Place Hotel – So. San Francisco
- So. San Francisco Business Center
- Masonic Homes of California
- Fairview River Landing
- Donahue Schriber
- BioMed Realty Trust
- Panattoni Development
- Taylor Properties Development Co.
- SKS Investments, LLC
- Shorestein
- LBA Realty
- Jones Lang LaSalle
- California Farm Bureau
- California Highway Patrol
- Separovich • Domich
- Newell Real Estate Advisors
- LinkedIn
- Menlo Equities, LLC
- TMG Partners
- The Minkoff Group
- Arnell Enterprises, Inc.
- The Pollock Financial Group
- Wolff Enterprises

Municipal & Agency Locations

- Sacramento Area Council of Governments
- California Highway Patrol
- County of Sacramento, Dept. of Human Services
- City of South San Francisco
- City of Mountain View
- City of Santa Clara
- City of Sunnyvale
- State of California, Dept. of General Services
- San Mateo City/County Association of Governments
- City of Union City
- Cal PERS
- Cal STRS
- Ogden City, UT
- City of Brisbane
- Grand Rapids Interurban Transit, MI
- City of Citrus Heights
- University of California San Diego West Campus
- Sacramento County International Airport

Biotech, Pharmaceutical and Hospital Projects

- Genentech
- Amgen
- Rigel
- Takeda
- Onyx Pharmaceutical
- University of California San Diego, East Campus Medical Center
- Sutter Medical Center, Sacramento
- Mercy General Hospital
- Mercy San Juan Medical Center
- Enloe Medical Center
- Intuitive Surgical
- Blood Source
- Eclipsys, MA
- Counsyl, Inc.
- Theravance, Inc.

January 13, 2024

Alta Housing
Sobrato Center for Nonprofits
3650 W. Bayshore Rd. Ste. 104
Palo Alto, CA 94303



Subject: Preliminary Arborist Report
434 Lytton Ave (Lot T), Palo Alto

Dear Justine Tsai:

You are preparing plans to develop the subject property in Palo Alto. You asked HortScience | Bartlett Consulting, Divisions of The F. A. Bartlett Tree Expert Company, to prepare a **Preliminary Arborist Report** for trees located within the project area as part of the application to the City of Palo Alto. I visited the site on November 16, 2025. This letter responds to that request.

Description of the Trees

Fourteen (14) trees were assessed. Species encountered were common to commercial landscapes throughout Palo Alto and the greater Bay Area. While valley oak is native to the Palo Alto Area, it appeared that all trees at the site were planted as part of landscape development. Overall, four trees were in good condition, eight were fair, and #349 and 358 were poor (Table 1).

**Table 1: Condition ratings and frequency of occurrence of trees
434 Lytton Ave (Lot T), Palo Alto**

Common Name	Scientific Name	Condition			Total
		Poor (1-2)	Fair (3)	Good (4-5)	
Camphor	<i>Camophora officinarum</i>	-	2	-	2
Carob	<i>Ceratonia siliqua</i>	2	4	-	6
Raywood ash	<i>Fraxinus angustifolia</i> 'Raywood'	-	2	-	2
Italian stone pine	<i>Pinus pinea</i>	-	-	1	1
Valley oak	<i>Quercus lobata</i>	-	-	2	2
Water gum	<i>Tristaniopsis laurina</i>	-	-	1	1
Total		2	8	4	14

Of the six carobs assessed, five were located in a narrow planting strip between the sidewalk and curb along Kipling Avenue (Photo 1). These trees had filled all available growing space, and had begun damaging the sidewalk through displacement and cracking. The base of several trees was pillowing over the edge of the concrete. Five carobs were in fair condition while #349 was poor. Carobs in fair condition had moderate defects such as twig dieback, poor branch attachments, or large wounds on the trunk created by scaffold branch removal. Carob #349 had many wounds and cankers along the length of the entire trunk, and sulfur fungus fruiting bodies present. Carob #358 had a decaying cavity at the base. All camphors were mature in development, indicated by trunk diameters between 16 – 30 inches.



Photo 1 (left): Looking southeast down Kipling St. Note displaced sidewalk and pillowing trunks.

Photo 2 (right): Tree #349 had many large trunk wounds.

Two valley oaks, #354 and 355, were in good condition. The trees were young in development with trunk diameters of 10 and 9 inches, respectively.

Raywood ash #356 and 359 were in fair condition. Both trees had small, narrow crowns made up of many narrowly attached branches. Trunks measured 7 and 6 inches, respectively.

Camphors #347 and 348 were street trees along Lytton Ave. Both were in fair condition. Tree #347 had been damaged by a branch tear-out on the street side, and #348 had twig dieback. Both trees were young in development, as indicated by trunk diameters of 10 and 13 inches.

Water gum #160 was a new street tree along Lytton Ave and in good condition. The trunk measured 2 inches.

Italian stone pine #357 was the largest tree assessed with a 41-inch diameter trunk. The tree was in good condition and foliage was dense. The low crown was asymmetric to the west due to a low, large lateral branch extending over the parking area (Photo 3).



Photo 3: Looking south at tree #347.

Suitability for Preservation

Of the 14 trees, 10 had low suitability for preservation. These trees can be expected to decline regardless of management. Individual trees and the species in general possess either characteristics that are undesirable in landscape settings or are unsuited for use areas. For example, the carobs along Kipling Ave were displacing the sidewalk and the trunks had filled all available growing space. These conditions will only worsen.

The remaining four trees (#354, 355, 357, and 360) had moderate suitability for preservation. They were generally in fair or good health and/or had structural defects that may be abated with treatment.

Species which spread across a site and displace desired vegetation are not always appropriate for retention. This is particularly true when indigenous species are displaced. The California Invasive Plant Inventory Database (<https://www.cal-ipc.org/paf/>) lists species identified as being invasive. Palo Alto is part of the Central Western California Region of the California Floristic Province. No species encountered was listed as having invasive potential.

Protected Trees in Palo Alto

City of Palo Alto Municipal Code, Title 8, Chapter 8.10 (Trees & Landscape Preservation and Management), describes *Protected* trees as certain native species with a minimum trunk diameter of either 11.5 or 18 inches, and all other species with a minimum diameter of 15 inches. Species with high water use, invasive properties, or undesirable fruit are excluded. All street trees and other public trees are also considered *Protected*, regardless of species.

Ten (10) trees meet the criteria for *Protected* status: eight street trees and trees #357 and 358. *Protected* trees are regulated by the City of Palo Alto and cannot be removed without a permit. Replacement tree plantings will be required for the removal of any *Protected* trees.

Protected status of each tree is provided in the ***Tree Assessment Form*** (see enclosed).

Preliminary Evaluation of Impacts

Appropriate tree retention develops a practical match between the location and intensity of construction activities with the quality and health of trees. The ***Tree Assessment Form*** was the reference point for tree health, condition, and suitability for preservation. I reviewed the site plan (*pyatok, dated 12/4/2025*) to determine the project area and evaluate impacts to trees.

Plans were preliminary in nature. As such, the evaluation of impacts to trees is preliminary. The plans depict multi-unit housing that fills nearly the entire site, lot line to lot line. Emergency access roads are located on the perimeter. An access driveway leads to Lytton Ave and the location of landscape planters along both Lytton Ave and Kipling are realigned. I expect no opportunities for successful tree preservation.

Each of the 14 trees will be removed. Eight street trees and *Protected* trees #357 and 348 cannot be removed without a permit. I recommend inquiring to the City to determine street tree status.

Estimate of Value

To estimate the reproduction cost of each tree, I used the cost approach, reproduction method, trunk formula technique, as described in the **Guide for Plant Appraisal**, 10th edition (International Society of Arboriculture, Atlanta GA, 2018). In addition, I referred to **Species Classification and Group Assignment** (2004), a publication of the Western Chapter of the International Society of Arboriculture.

When estimating reproduction cost, the trunk formula technique considers four factors: size, condition, functional limitations, and external limitations. Size is measured as trunk diameter, normally 54 inches above grade. Condition reflects tree health and structural integrity. Functional limitations reflect constraints to tree development based on the site and species. For example, the carob street trees had filled all available space and begun damaging hardscape. These trees were heavily depreciated. I did not note any external limitations.

Based on the information gathered, I estimated the reproduction cost for individual trees to range from \$350 to \$27,450, totaling \$53,450 for all trees. The estimated value of *Protected* trees identified for removal was \$47,300. Values per tree are depicted in the **Preliminary Disposition and Estimate of Value** exhibit (Table 2, page 6).

Palo Alto Tree Replacement

Tree replacement mitigation is required for *Protected* tree removals. Replacement quantities are based on the average canopy spread of the removed tree. Two options are presented in the Palo Alto Tree Technical Manual for Replacement Trees or Alternative Trees (Figure 1). Individual options for replacement tree ratios are described in the **Preliminary Disposition and Estimate of Value** exhibit (see exhibits).

The project’s landscape architect will use these ratios to inform the replacement planting plan.

Tree Canopy - Replacement Standard

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

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

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

Figure 1: Replacement tree matrix. Sourced from Palo Alto Tree Technical Manual.

**Table 2: Preliminary Disposition and Estimate of Value
434 Lytton Ave (Lot T), Palo Alto**

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments	Estimated value (\$)	Average Crown Spread (ft.)	Replacement Tree	Alternative Tree
347	Camphor	10	Street tree	Remove	Edge of project; low suitability	\$ 1,250	9	Two 24-inch box size minimum	One 36-inch box size
348	Camphor	13	Street tree	Remove	Sidewalk redesign	\$ 2,000	9	Two 24-inch box size minimum	One 36-inch box size
349	Carob	26	Street tree	Remove	Sidewalk redesign	\$ 1,900	14	Three 24-inch box size minimum	Two 36-inch box size
350	Carob	30	Street tree	Remove	Sidewalk redesign	\$ 3,900	14	Three 24-inch box size minimum	Two 36-inch box size
351	Carob	16	Street tree	Remove	Sidewalk redesign	\$ 1,250	8	Two 24-inch box size minimum	One 36-inch box size
352	Carob	26	Street tree	Remove	Sidewalk redesign	\$ 3,000	14	Three 24-inch box size minimum	Two 36-inch box size
353	Carob	20	Street tree	Remove	Sidewalk redesign	\$ 1,850	11	Three 24-inch box size minimum	Two 36-inch box size
354	Valley oak	10	No	Remove	In project footprint	\$ 2,650	5	NA	NA
355	Valley oak	9	No	Remove	In project footprint	\$ 2,200	5	NA	NA

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Disposition	Comments	Estimated value (\$)	Average Crown Spread (ft.)	Replacement Tree	Alternative Tree
356	Raywood ash	7	No	Remove	In project footprint	\$ 700	7	NA	NA
357	Italian stone pine	41	Yes	Remove	Edge of project	\$ 27,450	21	Three 24-inch box size minimum	Two 36-inch box size
358	Carob	20	Yes	Remove	In project footprint	\$ 2,700	14	Three 24-inch box size minimum	Two 36-inch box size
359	Raywood ash	6	No	Remove	In project footprint	\$ 600	7	NA	NA
360	Water gum	2	Street tree	Remove	In project footprint	\$ 350	2	Two 24-inch box size minimum	One 36-inch box size

Preliminary Tree Preservation Guidelines

No trees are identified for preservation, and I noted no trees on adjacent sites that would be impacted by the proposed project. As such, no tree preservation guidelines are applicable.

Because the plans are preliminary, there may be opportunities to reduce tree impacts and retain trees. The ability to preserve trees on this site and along the edges of the property depends on 1) selecting trees with moderate suitability for preservation and 2) establishing a tree protection zone large enough to sustain tree health and stability. This may require significant design alteration.

Summary

Fourteen (14) trees were assessed. Condition was a mix of fair (eight trees), good (four trees), and poor (two trees). I recommend the removal of 14 trees, of which 10 are considered *Protected* by the City of Palo Alto. Tree removal permits will be required.

If you have any questions regarding my observations or recommendations, please feel free to contact me.

Sincerely,

HortScience | Bartlett Consulting



Ryan Suttle, Consulting Arborist & Urban Forester
ISA Board Certified Master Arborist, Utility Specialist No. WE-12647BU
ISA Tree Risk Assessment Qualified

Enclosed:

Tree Assessment Form

Tree Assessment Map

Tree Assessment

434 Lytton Ave (Lot T)
Palo Alto, CA
December 2025



Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments	Average Crown Spread (ft.)
347	Camphor	10	Street tree	3	Low	Street tree; 4x2 foot tree well; corrected lean E; old tear out W at 10 feet; minor twig dieback.	9
360	Water gum	2	Street tree	4	Moderate	Street tree; 4x4 foot well with tree grate; good young tree; no tag.	2
348	Camphor	13	Street tree	3	Low	Street tree; 10x4 foot tree well; multiple attachments at 7 feet; heading cuts at road.	9
349	Carob	26	Street tree	2	Low	Base fills entire 3-foot planting strip; displacing sidewalk S; many wounds/cankers on trunks; sulfur fungus fruiting body S stem at 10 feet; low crown of crossing branches.	14
350	Carob	30	Street tree	3	Low	Base fills entire 3-foot planting strip; pillowing over sidewalk S; displacing sidewalk S; lean S; vigorous; epicormics; codominant at 7 feet.	14
351	Carob	16	Street tree	3	Low	Base fills most of 3-foot planting strip; history of stem removal; low, small crown.	8
352	Carob	26	Street tree	3	Low	Base fills entire 3-foot planting strip; pillowing and displacing walkway S; history of stem removal; low, small crown.	14
353	Carob	20	Street tree	3	Low	Base fills entire of 3-foot planting strip; displacing sidewalk S; history of stem removal; low, small crown; slightly thin.	11
354	Valley oak	10	No	4	Moderate	~3 feet from curb; high crown; vigorous.	5
355	Valley oak	9	No	4	High	~4 feet from curb; narrow; codominant at 12 feet and higher in crown; good young tree.	5
356	Raywood ash	7	No	3	Low	In 4-foot planter; narrow codominant at 6 feet; narrow, small crown.	7
357	Italian stone pine	41	Yes	4	Moderate	Curb 6 feet N and W; codominant at 6 feet; heavy lateral W from attachment over parking; low, dense crown; asymmetric W.	21
358	Carob	20	Yes	3	Low	6x6 planter; decaying cavity at base S; good reaction wood to W and E; multiple attachments at 6 feet; low branches removed; low, dense crown.	14
359	Raywood ash	6	No	3	Low	In 4-foot planter; codominant at 6 feet with seam; narrow, small crown.	7

Tree Assessment Map

434 Lytton Ave (Lot T)
Palo Alto, CA

Prepared for:
Alta Housing

December 2025

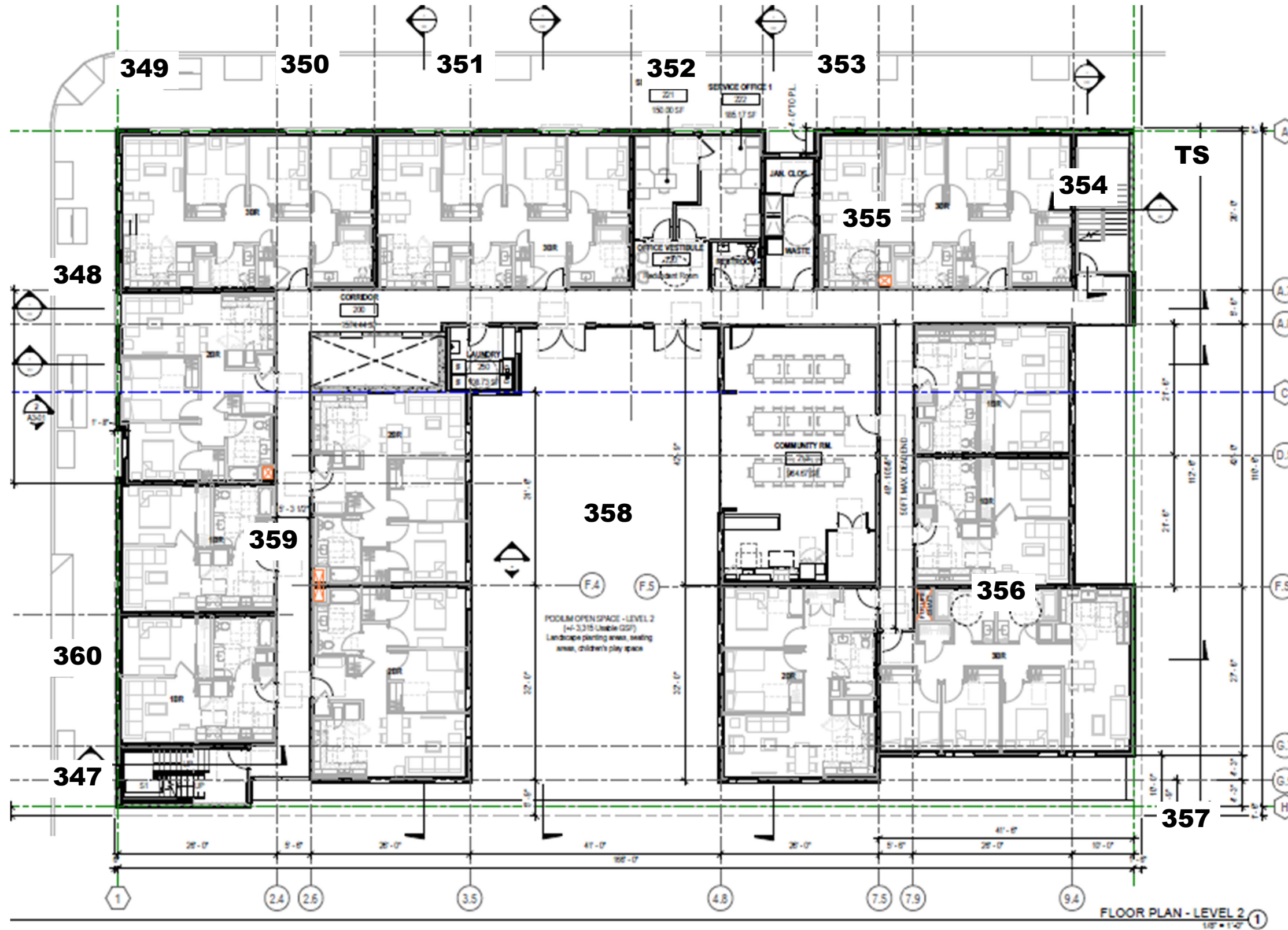
No Scale

Notes:

Base map provided by:
Pyatok

Numbered tree locations are approximate.

TS = Too small (trees less than 4" in diameter)
not include in this assessment



2550 Ninth Street, Suite 112
Berkeley, CA 94710
Phone 925.484.0211
Fax 925.484.0596



ENVIRONMENTAL ASSESSMENT WORKSHEET

City of Palo Alto Department of Planning & Development Services

GENERAL INFORMATION:

Date Filed _____

1. Address of Project: _____

2. Assessor's Parcel Number: _____ Book #: _____ Page #: _____

3. Application Number(s): _____

4. Applicant:

Name _____ Telephone _____

Address _____ Fax # _____

_____ E-mail _____

5. Owner:

Name _____ Telephone _____

Address _____ Fax # _____

_____ E-mail _____

6. Current Zoning: _____ Comprehensive Plan Designation _____

7. Application for:

Site and Design _____ Parcel Map _____ ARB Review _____

Use Permit _____ Zone Change _____ EIA, EIR _____

EXISTING SITE:

8. State all known or suspected prior uses, operations, or other activities on the site over the past 20 years _____

9. Size of site: Gross _____ Net _____

10. Site is owned _____ Rented _____ by applicant.

11. Existing use of property: _____
*Attach photographs of project site, also include an aerial photo of the project site.

12. Number of existing structures _____ Current Use _____

13. Size of existing structures _____ Condition _____

14. Will any structure be demolished for this project Yes _____ No _____

15. Total square footage to be demolished _____

16. Total number of building occupants for existing use _____

17. Number of parking spaces _____ % compact spaces _____ # Bicycle spaces _____

18. If current use is residential:

Number of owner-occupied units _____

Number of renter-occupied units _____

PROPOSED PROJECT:

19. Project description _____

20. Future tenant if known _____

21. Number of structures proposed _____ Size (in square feet) _____

22. Number of floors and building height _____ FAR _____

23. Percentage of site to be covered (including bricks and pavers) _____

24. Estimated number of employees per shift _____

25. If the proposed project is residential:

Total number of units _____ Number of units per acre _____

Expected sales price or monthly rent per dwelling unit _____

List kinds and size of community buildings _____

Area of private open space _____ Area of common open space _____

Provision of low/moderate income units:

1) Number of units provided for: Sale _____ Rent _____

2) Sale and / or rental price _____

26. Total number of vehicles expected daily for proposed project _____

27. Number of proposed parking spaces _____ Percentage compact spaces _____

Number of bicycle spaces _____

28. Are there any toxic wastes to be discharged? Yes _____ No _____

(If yes, please complete a Sewer Discharge Questionnaire, which is furnished by the Building Department)

29. Has the facility in the past or will the operation of the proposed facility involve the storage or use of Hazardous materials? Yes _____ No _____

(If yes, please complete a Hazardous Materials Disclosure checklist, which is furnished by the Fire Department)

30. Expected amount of water usage (except for residential developments of fewer than 4 units not located in the foothills)

Domestic _____ gal/day Peak use _____ gal/day

Commercial _____ gal/day Peak use _____ gal/day

31. Daily sewer discharge (over 30 fixtures only) _____

32. Expected energy use:

Gas _____ therms Electric _____ KWH Peak electric demand _____

Uses and equipment sizes

A. Space heating:

Gas _____ BTUH _____ Solar _____

Electric _____ KW _____ Heat pump _____ Tons _____

Other _____

B. Air conditioning:

Number of units _____ Total tonnage _____

C. Water heating:

Gas _____ BTUH _____ Solar _____

Electric _____ KW _____ Heat Pump _____ Tons _____

Other _____

Type: Central system _____ Individual system _____

Recirculating Loop? Yes _____ No _____

D. Other:

Indoor lighting _____ KW _____ Outdoor lighting _____ KW _____

Cooking _____ KW _____ Refrigeration _____ Tons or ft _____

Motors _____ HP _____ x-ray _____ Computer _____

33. Air pollution emissions (Check applicable BAAQMD regulations).

Commercial / Industrial only: Source _____

Type _____ Amount _____

34. Noise generation: eg. Generators, chitlers, HVAC, drive through speakers, etc.

Source _____ Amount (dBa) _____

Please list outside noise sources that may affect the project: eg. Traffic, train etc. _____

Sound proofing/mitigation proposed _____

35. Site drainage provisions _____

36. Amount of proposed grading (cubic yards) _____ Cut _____ Fill _____

37. Disposition of excavated material _____

38. Permits required from other agencies:

Santa Clara Valley Water District _____

Bay Area Air Quality Management District _____

Army Corps of Engineers _____

Other _____

Environmental Setting:

39. Percent and direction of ground slope at site _____

40. Is this site within a special flood hazard area? Yes _____ No _____

41. Existing site vegetation (please list, and indicate any to be removed)
*Also include a tree disclosure statement. The size and location of all public, protected private, and heritage trees must be shown. (This form can be obtained at the Development Center or by calling (650) 617-314)_____

42. Existing animal and bird life on site_____

43. Detailed description of conditions and uses of adjacent properties_____

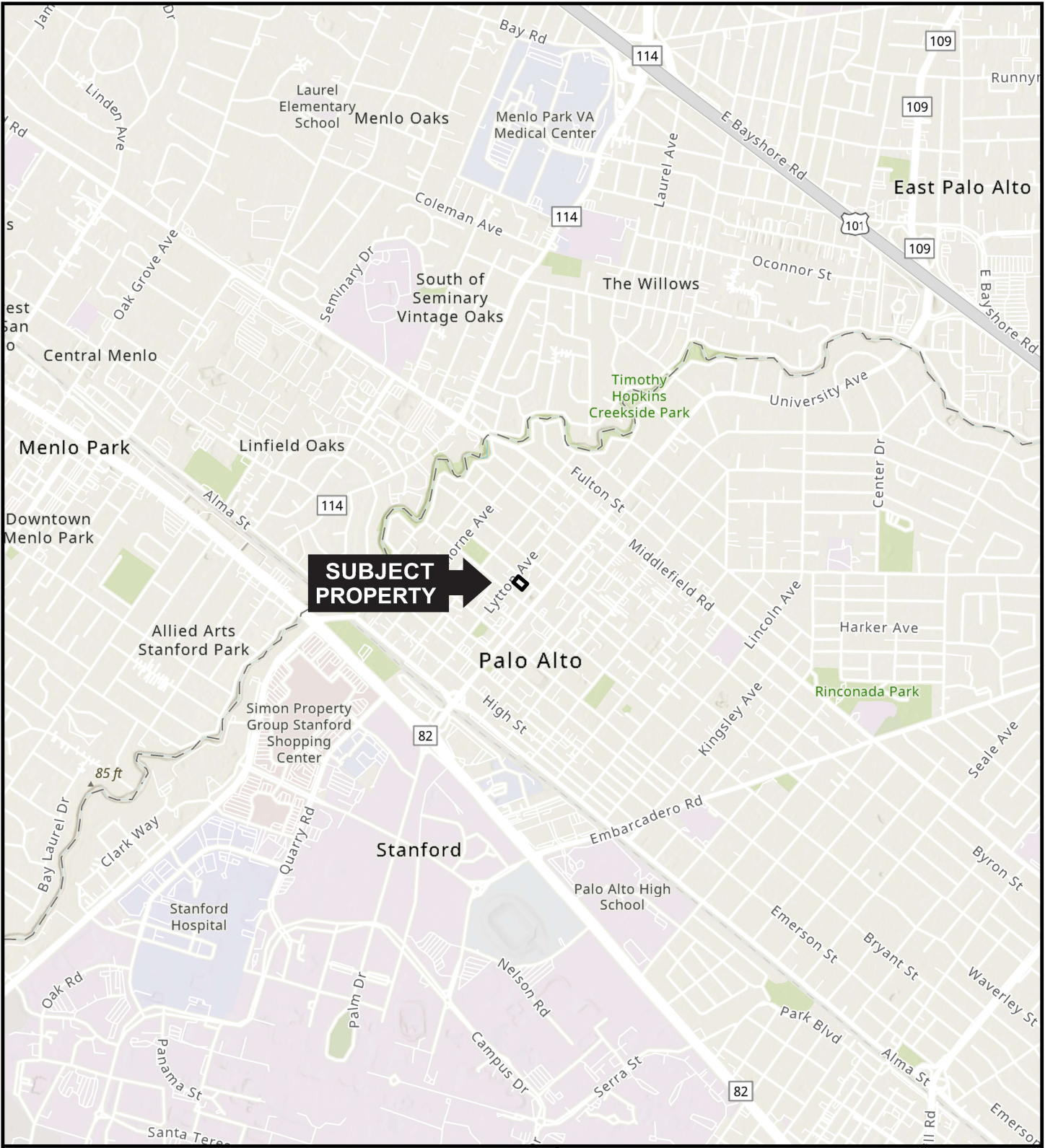
Prepared by_____

Date_____

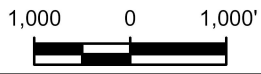
Note: More information may be required before the application for which this assessment has been prepared can be processed. Please call the Department of Planning & Development Services at (650) 329-2442 if you have any questions.

PLEASE RETURN COMPLETED WORKSHEET TO THE DEPARTMENT OF PLANNING & DEVELOPMENT SERVICES, DEVELOPMENT CENTER, 285 HAMILTON AVENUE, 1ST FLOOR.

\\SRVOLCAPP\IOAKLAND\SHARED\Clients\ALTA HOUSING\01_434 LYTTON AVE PALO ALTO\02_REPORTS\01-PHASE I\GIS\5199_SITELOCATION.APRX



QUADRANGLE LOCATION



Title:

SUBJECT PROPERTY LOCATION MAP

434 LYTTON AVENUE
PALO ALTO, CALIFORNIA

Prepared for:

LOT T LLC

	Compiled by: K.G.	Date: 12/16/25	FIGURE 1
	Prepared by: M.S.R.	Scale: AS SHOWN	
	Project Mgr: E.S.	Project: 5199.0001S000	
	File: 5199_SiteLocation.mxd		



Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community

LEGEND

 SUBJECT PROPERTY BOUNDARY



Title:

SUBJECT PROPERTY PLAN

434 LYTTON AVENUE
PALO ALTO, CALIFORNIA

Prepared for:

LOT T LLC


	Compiled by: K.G.	Date: 01/06/26	FIGURE 2
	Prepared by: K.G.	Scale: AS SHOWN	
	Project Mgr: E.S.	Project: 5199.0001S000	
	File: 5199_SitePlan.mxd		



Photo 1: Subject Property Lytton Avenue entrance/exit and rear of 401 Waverly Street (facing S).



Photo 2: Subject Property Lytton Avenue entrance/exit and rear of 401 Waverly Street along Lytton Avenue (facing SW).



Photo 3: Subject Property and storm drain (facing SE).



Photo 4: Subject Property SE corner and landscaped area (facing SE).



Photo 5: Subject Property landscaping, second storm drain, and Kipling Street entrance/exit (facing NE).



Photo 6: Subject Property landscaping and northeastern border (facing N).



Photo 7: Subject Property and third storm drain (facing NW).



Photo 8: Subject Property northeastern border and berm (facing NW).