Planning & Transportation Commission

Staff Report (ID # 8014)

Report Type: Study Session **Meeting Date:** 5/31/2017

Summary Title: Highway 101 Multi-Use Path Overcrossing

Title: Highway 101 Pedestrian/Bicycle Overpass and Adobe Creek Reach Trail Project [17PLN-00086]: Planning and Transportation Commission Review of a Proposal for an Overpass Structure Near San Antonio Road, and Trail, and Reconfiguration of the Adjacent Parking Lot at 3600 West Bayshore Road. Environmental Assessment: Not a Project. The Formal Application Will be Subject to California Environmental Quality Act (CEQA) Review and National Environmental Policy Act (NEPA) Review. Zoning Districts: PF(D), PF, ROLM, and GM. For More Information, Please Contact the Project Planner Claire Hodgkins at claire.hodgkins@cityofpaloalto.org.

From: Hillary Gitelman

Recommendation

Staff requests the Planning and Transportation Commission (PTC) take the following action(s):

1. Conduct a study session of the proposed project and provide comments to staff.

Report Summary

Staff seeks preliminary feedback from the PTC concerning a proposal to construct a Highway 101 Multi-Use Path Overcrossing between the East Oregon Expressway and San Antonio Road overpasses of Highway 101. The basic parameters and design of the bridge have been established and PTC's role in reviewing the project is provided in the analysis section. The overcrossing would replace the existing seasonal Benjamin Lefkowitz Highway 101 underpass in order to provide year-round connectivity between residential and commercial properties west of Highway 101 and the Palo Alto Baylands Nature Preserve, East Bayshore Business Park, and the regional Bay Trail network of multi-use trails east of Highway 101. The proposed project spans multiple Zoning Districts, including the Pubic Facilities Zone with a Site and Design Review Overlay (PF[D]), the Public Facilities (PF) Zone, the Research Office and Limited Manufacturing

(ROLM) Zone, and the GM Zone. The Comprehensive Plan Land Use Designation for the site is Light Industrial and Research Office Park on the west side of Highway 101 and Publicly Owned Conservation Land on the East side of Highway 101.

There are four distinct sections of the overcrossing that are discussed in more detail throughout this report. These are referred to as the Principal Span Structure, the West Approach Structure, the East Approach Structure and the Adobe Creek Bridge. These distinct sections of the overcrossing are designed using different structure types that are responsive to site constraints and ensure the structural integrity of the bridge based on the proposed span and alignment of that section. These separate sections are designed to transition seamlessly to present a single cohesive overcrossing.

The proposed project also includes a new trailhead connection to the Adobe Creek Bridge and East Approach Structure from East Meadow Drive that follows the existing Santa Clara Valley Water District (SCVWD) maintenance road, herein referred to as the Adobe Creek Reach Trail. The project also includes the minor reconfiguration of Google's private parking lot at 3600 West Bayshore Road to accommodate the East Approach Structure as well as connections to regional trails, drainage, site amenities, landscaping and lighting improvements.

A map showing the location of the proposed project is included in Attachment A. The proposed project plans are provided in Attachment E.

Background

Project Information

Owner:	City of Palo Alto
Civil Engineer/Architect:	Roy Schnabel, Principal, Biggs Cardosa Associates, Inc./ FMG
Representative:	Elizabeth Ames, Public Works Department, Sr. Project Manager
Legal Counsel:	City Attorney

Property Information

Address:	Approximately 0.3 miles north of San Antonio Road,
Neighborhood:	Palo Verde and Adobe Meadow/Meadow Park Neighborhoods
Lot Dimensions & Area:	127-10-100 (89,941 sf); 127-56-006 (38,619 sf); 008-05-005 (44,645,693); 127-10-076 (89,941 sf)
Housing Inventory Site:	Not Applicable
Located w/in a Plume:	Not Applicable
Protected/Heritage Trees:	Not Applicable
Historic Resource(s):	Not Applicable
Existing Improvement(s):	Crosses existing roadways, including East and West Bayshore Road frontages and Highway 101; crosses over, and requires

	reconfiguration of, the existing Google parking lot; and follows an existing SCVWD maintenance road on the west side of Highway 101 out to East Meadow Drive.
Existing Land Uses:	The majority of the project spans Caltrans right-of-way over Highway 101 or City right-of-way across the Bayshore Road frontages. The overcrossing approaches would be located on publicly owned conservation land on the east side of Highway 101 and land designated as Research Office on the west side of Highway 101. Most of the western approach structure, the Adobe Creek Trail bridge, and the Adobe Creek trail improvements would occur within Santa Clara Valley Water District (SCVWD) property adjacent Adobe Creek, which crosses land designated in the Comprehensive Plan as Research Office and Light Industrial but that is currently used as a SCVWD access road.
Adjacent Land Uses & Zoning:	North: Research Office, Caltrans right-of-way, and Publicly Owned Conservation land uses (ROLM and PF[D] Zone Districts) West: Research Office land use and some multi-family residential land uses (ROLM Zone District) East: Publicly Owned Conservation Land (Palo Alto Baylands) (PF[D] Zone District) South: Office/manufacturing Uses (GM Zone) on the east side of Highway 101, Caltrans and City street right-of-way and Research office and Research office/City of Palo Alto Utilities Engineering offices on the west side of 101 (ROLM (D)(AD) Zone District)

Aerial View of Property:

Sources: Google Maps; Biggs Cardosa Associates

Land Use Designation & Applicable Plans

Zoning Designation:	PF (D), PF, ROLM, GM
Comp. Plan Designation:	The Comprehensive Plan Land Use Designation for the site is Light Industrial and Research Office on the west

	side of Highway 101 and Publicly Owned Conservation Land on the East side of Highway 101.
Context-Based Design Criteria:	Not Applicable
Downtown Urban Design Guide:	Not Applicable
South of Forest Avenue Coordinated Area Plan:	Not Applicable
Baylands Master Plan:	Applicable
El Camino Real Design Guidelines (1976 / 2002):	Not Applicable
Other:	The pedestrian and bicycle overcrossing alignment must comply with applicable Caltrans and CPUC clearances. The Adobe Creek Reach Trail path located within SCVWD property must conform to Santa Clara County's Uniform Interjurisdictional Trail Design, Use, and Management Guidelines.
Proximity to Residential Uses or Districts (150'):	The overcrossing is not within 150 feet of residential uses or districts. However, the proposed project includes minor improvements to an existing Santa Clara Valley Water District (SCVWD) levee/maintenance road adjacent and east of Adobe Creek, ending at East Meadow Drive, which would be known as the Adobe Creek Reach Trail. This trailhead is located within 150 feet of multi-family residential uses on the west side of Adobe Creek and would become one of two main trailhead access point from the west approach (the other would be along West Bayshore Drive).
Located w/in the Airport Influence Area:	Not Applicable
Special Setback	There is a special setback requirement of 24 feet along West Bayshore Road.
Utility Easement/Corridor	High voltage electric overhead and high pressure gas main PG&E utility easements, City utility easements, U.S. Highway 101, and SCVWD Rights-of-Way /corridors

Prior City Reviews & Action

City Council:	Council conducted a hearing on 11/7/16; Staff Report link: http://www.cityofpaloalto.org/civicax/filebank/documents/54482 During the hearing Council approved a motion to increase the budget for the Adobe Creek/Highway 101 Pedestrian Overcrossing Project, capital Improvements Program

(CIP) Project PE-11011; accept the $1 million contribution from Google use towards contingency funds; and to incorporate "enhanced amenities" for an additional cost of $0.13 million.

Prior Council Actions on Project Website;
http://www.cityofpaloalto.org/gov/topics/projects/facilities/bridge_project/default.asp

PTC:	None
HRB:	None
ARB:	August 7, 2014 Study Session of Design Principles https://www.cityofpaloalto.org/civicax/filebank/documents/43282 No action was taken during this study session. May 4, 2017 Preliminary Study Session; Staff Report link: http://www.cityofpaloalto.org/civicax/filebank/documents/57467 Meeting Minutes Link: http://www.cityofpaloalto.org/civicax/filebank/documents/57836 On May 4, 2017 the ARB conducted a preliminary study session to provide input on the 15 percent design concept for the project. During the hearing ARB provided preliminary feedback on the proposed finish of the bridge, asked for refinement in the design of the bow string truss/pratt truss connection, commented on signage and lighting, and discussed the location of amenities. One board member asked to explore a better connection of the east approach structure and the trailhead. In addition, the idea of a traffic circle at the east approach structure trailhead entrance was encouraged.
PRC:	One session March 28, 2016; Report link: http://www.cityofpaloalto.org/civicax/filebank/documents/56624 No action was taken during this hearing. Commissioners primarily commented on the lighting, landscaping, and overlook, and encouraged staff to explore other options for material of the pathway connecting the Adobe Creek Bridge and the entrance from East Meadow Drive.

Project Description

The project description is provided as Attachment D to this report. Attachment D also provides a complete summary of design process efforts to date and highlights the goals and constraints of the project. As noted previously, the proposed project includes four sections of the overcrossing, including the Principal Span Structure, the West Approach Structure, East Approach Structure, and the Adobe Creek Bridge, as described in more detail below. The Project Plans in Attachment E provide images of the concept design. As shown in the plans, other pedestrian friendly amenities such as lighting, signage, benches, bike racks, and drinking fountains are proposed as part of the overcrossing and trail head design.

Principal Span Structure

The Principal Span Structure is perpendicular to and spans Highway 101 and East and West Bayshore Roads. It consists of three simply-supported steel truss spans, spanning 165 feet across Highway 101 and 60 and 70 feet, respectively, across East and West Bayshore Roads. The minimum height of the principal span bowstring truss structure is 18.5 feet above the highway surface and 17 feet above the East and West Bayshore Roads per applicable City and Caltrans clearance requirements. The bowstring truss arch reaches a top height of approximately 40 feet above the center highway surface. There is an eight foot vinyl clad safety fence located on the outside edges of this span. The safety fence includes 1 inch square opening per Caltrans standards. The proposed project is 14 feet wide across the Principal Span Structure.

West Approach Structure
The alignment of the west approach structure consists of an approximately 115 degree curve that directs pedestrian/bicycle traffic from along West Bayshore Road, over the Google parking lot, and to the Principal Span Structure. The West approach consists of a four span, 2'6" deep reinforced concrete slab superstructure supported by 2'6" X 5'0" rectangular columns supported on large diameter pile shafts. The span lengths vary between approximately 40 to 50 feet. The eight foot vinyl clad safety fencing over Highway 101 portion of the bridge reduces to 4 feet high along the concrete approach ramps.

East Approach Structure
The alignment of the East Approach Structure consists of an approximately 168-degree compound curve that directs pedestrian/bicycle traffic from the Principal Span Structure, over the Baylands, and back around to connect to the San Francisco Bay Trail. The east approach structure consists of a seven span, 2'6" deep reinforced concrete slab superstructure supported by 2'6" X 5'0" rectangular columns supported on large diameter pile shafts, consistent with the design of the West Approach Structure. The span lengths will vary from 40 to 50 feet long. The safety railings will be 4' high on the East Approach Structure. The East Approach will include an overlook between Bents 10 and 11 in order to provide trail users a viewing point toward the Baylands without impeding pedestrian and bicycle traffic. It will also include seating to provide users a place to pause and rest.

Adobe Creek Bridge
The Adobe Creek Bridge will connect the West Approach and the Adobe Creek Reach Trail. It consists of a 140 foot long, 14 foot wide prefabricated steel pratt truss spanning over the confluence of Barron and Adobe Creeks. The top chord of the steel truss will serve as the top chord of the 4 foot high safety railing of the structure. The abutments will be concrete, supported by large diameter piles.

Adobe Creek Reach Trail
The Adobe Creek Trailhead/West Plaza is approximately 1,300 sf and connects the proposed Adobe Creek Bridge with the proposed Adobe Creek Reach Trail. The plaza provides an access option to West Bayshore Road as well as an access option to continue onto the Adobe Creek Reach Trail, which will follow the Adobe Creek maintenance road out to East Meadow Drive. A gravel surface is proposed at this time for the Adobe Creek Reach trail between the plaza and

East Meadow Road; however, an alternative may be to consider impervious pavement at an additional cost. The Adobe Creek Reach Trail is 620 feet in length and approximately 14-16 feet wide.

The plaza along West Bayshore Road is approximately 1,300 square feet plaza along West Bayshore Road; 8-foot wide x 115 foot long access ramp/raised sidewalk. The new fence along the Adobe Creek Reach Trail is proposed to mount on the existing concrete barrier along Adobe Creek to a minimum height of 4 feet above the trail surface to meet ADA requirements.

The Project Plans in Attachment E provide images of the concept design. The prefabricated steel surfaces will be self-weathering, consistent with several ARB members' comments on the proposed project during the study session. As shown in the plans, other pedestrian friendly amenities such as lighting, signage, benches, bike racks, and drinking fountains are proposed as part of the overcrossing and trail head design.

Requested Entitlements, Findings and Purview:

Staff is requesting the PTC's initial input on these plans prior to advancing them to 35 percent of the design concept for the formal application submittal. Following completion of this preliminary review, the applicant would submit a formal application. The following discretionary applications will eventually be requested and subject to PTC purview:

- Site and Design: The process for evaluating this type of application is set forth in PAMC 18.30(G). Site and Design applications are reviewed by the PTC and ARB, and recommendations are forward to the City Council for final action. Site and Design projects are evaluated against specific findings that include both the ARB findings (ARB purview) and Site and design findings (PTC purview). All findings must be made in the affirmative to approve the project. Failure to make any one finding requires project re-design or denial. The findings for PTC to approve a site and design application are provided in Attachment B; the specific project analysis is not included at this time since no action is taking place.

Additionally, the project requires approval for the following, which are not subject to PTC review:

- Park Improvement Ordinance: The project would also require a Park Improvement Ordinance, which would be reviewed for recommendation by the Parks and Recreation Commission and forwarded to City Council for final action.
- Public Art: The applicant is exploring options and artists for on-site public art. The Public Art Commission (PAC) will review and issue a determination on the proposed public art work in accordance with PAMC 16.61.070 prior to issuance of a building permit for the project. The on-site art work is subject to the requirements outlined in PAMC 16.61.050 and 16.61.060 for eligible artwork.

Analysis[1]

The stated purpose of the project is to better connect the West Bayshore commercial and residential areas to the many multi-use trails in the Baylands on the east side of Highway 101. This would reduce single-occupancy vehicle trips by encouraging walking and biking to the Baylands area, improves safety for bikers along East Bayshore Road, and provides a connection to the regional trails in the Baylands for bikers commuting to nearby cities.

Per Council direction, the 15 percent design concepts of the project were presented for Council consideration in November 2016. Council selected the design presented herein and directed staff to complete the environmental assessment and initiate the 35 percent design. Through previous study sessions and hearings, Council has determined the bridge alignment, height, width, and structure type. Staff requests that the PTC comment on the following aspects of the project, specifically as it relates to the site and design findings included in Attachment B:

- Refinements to the three trail heads at East Meadow Drive, East Bayshore Road, and West Bayshore Road
- The addition/design of the overlook
- landscaping
- Lighting
- Railing and fencing design
- The type of signage (e.g., directional/wayfinding signage)
- The Location of amenities (benches, drinking fountains, bike racks, trash receptacles) and signage at overlook and trailheads

Neighborhood Setting and Character

The location of the overcrossing is designed to connect existing roadways and trails to adjacent commercial and residential areas to provide a collective, functional system. West Bayshore Road includes several commercial centers along the road frontage and there are many newer multi-family housing units, as well as single family residences in the Palo Verde and Adobe Meadow/ Meadowview Park neighborhoods, west of West Bayshore Road. The proposed Adobe Creek Reach Trail would connect to East Meadow Drive to provide improved access to the Baylands and to West Bayshore Road for residents walking or biking in the area. The west plaza and west approach structure is designed to provide easier, safer access for people using alternate transportation from West Bayshore Road, including employees of commercial areas along West Bayshore Road. The east approach structure is located within the Baylands; therefore the structure design, location, the trailhead and proposed vegetation planting is all designed within the context of consistency with the Baylands design guidelines and Baylands Master Plan and to connect into the regional Bay Trail network.

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

Zoning Compliance[2]

Staff has completed a basic review of the proposed project's consistency with Title 18 of the Palo Alto Municipal Code and would complete a more thorough review of the proposed project's consistency as part of the formal application. The proposed project is not subject to any interim ordinances or moratoriums. The proposed project spans multiple parcels located within multiple zone districts. The proposed Adobe Reach Trail is located within the GM, PF, and ROLM Zone Districts. The Adobe Creek Bridge is located within the ROLM Zone District. The West Approach Structure is located within the ROLM and PF Zone District. The Principal Span Structure is located within the PF Zone District and the East Approach Structure is located within the PF(D) Zone District. While this project technically requires that each portion of the bridge be developed based on its respective zoning, this is impractical given the purpose and design of the proposed infrastructure improvement. Staff will evaluate options to ensure the design meets the intent and objectives of the code, the comprehensive plan, the Baylands Master Plan, and other city policies. However, it is likely that the project will require variances or other discretionary approvals or legislative changes to formally entitle the project.

Consistency with the Comprehensive Plan, Area Plans and Guidelines[3]

The Comprehensive Plan programs and policies support land use decisions and facilities that promote pedestrian and bicycle use, support a reduction in single-occupancy vehicle use, support improvements to the Bay trail network, and that support the responsible management of public open space areas in a manner that meets habitat protection goals and supports public safety. The purpose of the proposed project is to better connect the West Bayshore commercial and residential areas to the many multi-use trails in the Baylands on the east side of Highway 101 in order to reduce single-occupancy vehicle trips and encourage walking, biking and other alternate forms of transportation to this area. Therefore, the goals of the project align with the program and policy goals of the Comprehensive Plan. Specifically, the proposed project is consistent with the following Comprehensive Plan goals, policies and programs outlined in the Transportation Element, the Community Services Element, the Land Use Element and the Natural Environment Element:

Policy T-1:	Make land use decisions that encourage walking, biking, public transit use.
Goal T-3:	Facilities, services and programs that encourage and promote walking and bicycling.
Goal T-14:	Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, shopping centers, and multi-model transit stations.

[2] The Palo Alto Zoning Code is available online: http://www.amlegal.com/codes/client/palo-alto_ca

[3] The Palo Alto Comprehensive Plan is available online: http://www.cityofpaloalto.org/gov/topics/projects/landuse/compplan.asp

Policy T-17: Increase cooperation with surrounding communities and other agencies to establish and maintain off-road bicycle and pedestrian paths and trails utilizing creek, utility, and railroad rights-of-way.

Program T-19: Encourages the development of bicycle and pedestrian facilities linking trips to parks, schools, retail, centers, and civic facilities, which enables and encourages residents and visitors to bicycle or walk for discretionary trips.

Policy T-25: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.

Policy T-26: Completed development of the Bay trail and Ridge Trail in Palo Alto

Policy T-42: Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act (ADA) during the planning and implementation of transportation and parking improvements.

Policy C-22: Design and construct new community facilities to have flexible functions to ensure adaptability to the changing needs of the community.

Policy L-71: Strengthen the identity of important community gateways, including the entrances to the City at Highway 101.

Program L-72: Develop a strategy to enhance gateway sites with special landscaping, art, public spaces, and/or public buildings. Emphasize the creek bridges and riparian settings at the entrances to the City over Adobe Creek and San Francisquito Creek.

Policy N-1: Manage existing public open space areas … in a manner that meets habitat protection goals, public safety concerns, and low impact recreation needs.

Consistency with the Baylands Master Plan[4] and Baylands Design Guidelines[5]

The following Baylands Master Plan goals, policies and programs relate to this project:

Policy 3: Expand Bicycle and pedestrian activities while reducing vehicle traffic in the Baylands as far as possible.

Policy 13: Follow Guidelines established in the Site Assessment and Design Guidelines, Palo Alto Baylands Nature preserve published in 2005.

Policy 14: Comply with Airport Comprehensive Land Use Plan (CLUP) adopted by

[4] Palo Alto Baylands Master Plan is available online: http://www.cityofpaloalto.org/gov/depts/pln/advance/area/baylandsmp.asp

[5] Site Assessment and Design Guidelines: Palo Alto Baylands Nature Preserve is available online: http://www.cityofpaloalto.org/civicax/filebank/documents/13318

the Santa Clara County Airport Land Use Commission (ALUC).

The proposed project is consistent with Policy 3 because it expands opportunities for bicyclists and pedestrians to enjoy the Baylands, providing opportunities to safely access this area without the need to drive and park.

The rustic design selected for the bridge is intended to integrate into the Baylands design theme, which focuses on low-profile features, natural colors, and low maintenance. The bowstring and pratt trusses will be constructed using self-weathering steel, which results in a muted, natural coloring that is consistent with the general design principals. The self-weathering steel also reduces maintenance costs for repainting of the bridge. The bridge is designed to have as low of a profile as feasible while still meeting separation requirements between the City roads and Highway 101 below. The project is not within the Airport Influence Area, as identified in the Airport Land Use Plan. Signage has not yet been developed but will be designed consistent with the Baylands Design Guidelines recommendations for signage.

The proposed project would be located at the border of one of the two areas identified as "The Natural Unit" in the Palo Alto Baylands. The proposed project would be consistent with Natural Unit Policy 1, "Maintain the trails described in the access and circulation section." The Baylands Master Plan also notes that the original vision for a natural environment was ample pedestrian and bicycle trails that link to regional trails with a limited role for automobiles. The project would be consistent with this vision.

Consistency with the Bicycle and Pedestrian Transportation Plan[6]

The proposed project incorporates both the top recommended Capital Improvement project under the across barrier connections category (ABC-1 Adobe Creek Highway 101 Overcrossing) and one of the top recommended projects under the trails category (TR-2 Adobe Creek Reach Trail) identified in Table 7-1 of the Bicycle and Pedestrian Transportation Plan. The project would also be consistent with the following objectives outlined in the City's Bicycle and Pedestrian Transportation Plan.

Objective 2: Convert discretionary vehicle trips into walking and bicycling trips in order to reduce City transportation-related greenhouse gas (GHG) emissions 15% by 2020.

Objective 3: Develop a core network of shared paths, bikeways, and traffic-calmed streets that connects business and residential districts, schools, parks, and open spaces to promote healthy, active living.

A key strategy of Objective 2 is to remove and/or upgrade substandard bike lanes and trail crossing barriers to improve safety and convenience and key strategies of Objective 3 include

[6] Palo Alto Bicycle and Pedestrian Transportation Plan is available online: http://www.cityofpaloalto.org/civicax/filebank/documents/31928

prioritizing enhancements to the Bay to Ridge trail corridor and expanding trail networks along creeks through partnership projects with regional agencies including the SCVWD. The project would be consistent with these strategies and objectives because it provides a bicycle/pedestrian connection to the Baylands for residents and commercial developments on the East side of Highway 101, discouraging the use of single-occupancy vehicle trips to cross over the highway in order to take year-round advantage of this area. It also improves the existing bike lanes along East and West Bayshore Road, better connecting them to trails and residential/commercial areas.

Multi-Modal Access, Circulation, and Parking

The project improves multi-modal circulation in all directions with three additional trail heads (one at the Bay Trail off East Bayshore Road, one at West Bayshore Road, and one at East Meadow Drive). The trailhead at East Meadow Drive follows the SCVWD access road to where it meets the West Plaza at the base of the west approach structure. A grade-separated bicycle/pedestrian crossing of Highway 101 could serve a variety of users for commute, utilitarian, and recreational trips. The overpass would be accessible for bicycles, pedestrians, skaters, strollers, wheelchairs and power-assisted mobility devices, serving a cross-section of residents from infants to the elderly and those with pets. Therefore, the design of the over crossing must be wide enough to provide maneuvering space for pedestrians and bicyclists while also attempting to slow bicyclists so as not to speed. The design is intended to separate directions of travel and staff is seeking input from the PTC on signage identifying desired user behavior (e.g., slower traffic keep right).

There are no at-grade crossing facilities on East and West Bayshore Roads proposed for the project. However, signage could be provided to alert both motorists and pedestrians to the presence of a crossing from the northbound bicycles traveling on West Bayshore Road to the overcrossing trail head. An at-grade crossing on East Meadow Drive to the new Adobe Creek Reach Trail head is proposed to provide a better alternative to access the overcrossing than from West Bayshore Road. The proposed project eliminates the need for the existing sidewalk located on the vehicle bridge over Adobe Creek; therefore, a dedicated southbound bike lane is proposed for West Bayshore Road in place of this existing sidewalk.

Because the proposed project would reduce single-occupancy vehicle trips by providing a multi-use connection between commercial and residential areas and the Baylands, staff is not preparing a traffic study. In addition, no new public parking is required as a result of the proposed project. Per the Transportation Division's request, the driveway and parking has been reconfigured in the private Google parking lot at 3600 West Bayshore Road to improve circulation exit/entrance and avoid conflicts with the overcrossing column supports. There would be no net loss or increase of parking stalls. Although some trees would need to be removed, these trees would be replaced. The project engineer is working with the City's landscape architect to balance the tree number with storm water drainage needs. The reconfiguration over the parking layout shifts parking stalls towards the existing building, away from the southern corner of the site owned by the City, to accommodate the raised sidewalk and accessible landing of the overcrossing approach ramp. The landscape area around the

parking lot may also serve as a bio-retention area and potential site for a future storm pump facility in the southern end of the parking lot.

Environmental Review

This is a preliminary review process in which commissioners may provide comment, but no formal action will be taken. Therefore, no review under the California Environmental Quality Act (CEQA) is required at this time. A full review under both CEQA and the National Environmental Policy Act (NEPA) would be initiated with the formal filing for a development application. The proposed project would be subject to NEPA, in addition to CEQA, because it may involve the use of federal funds administered by the Federal Highway Administration.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the *Palo Alto Weekly* on May 19, 2017 which is 12 days in advance of the meeting. Postcard mailing occurred on May 17, 2017 which is 14 in advance of the meeting.

Public Comments

Public comments received during the City's Parks and Recreation Commission March 28, 2017 study session included the desire to complete a functional, cost-effective bridge as soon as possible, consideration to enhance the site vegetation within the Baylands, and requests for the public art component of the project to be bird friendly, to not have an overlook because it may not be used, and a request for a dog drinking fountain. Some public comments sent to commissioners prior to the meeting would like to see the Pope/Chaucer and Newell Road Bridge projects built first. Additional oral and written comments were provided at the ARB hearing held on May 4, 2017. Oral comments expressed an interest again in a dog drinking fountain, an interest in exploring bird friendly features (e.g. soffit areas) for swallows to nest, and noted that LED lights should not be used if feasible because they are not bird friendly. In addition, one commenter noted that this bridge will be an important connection to the regional bay trails to provide a better route for those biking to work in neighboring cities. Many commenters noted that this project should be finished as soon as possible. Written comments provided since the PRC hearing are included in Attachment C.

Report Author & Contact Information
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PTC[7] Liaison & Contact Information
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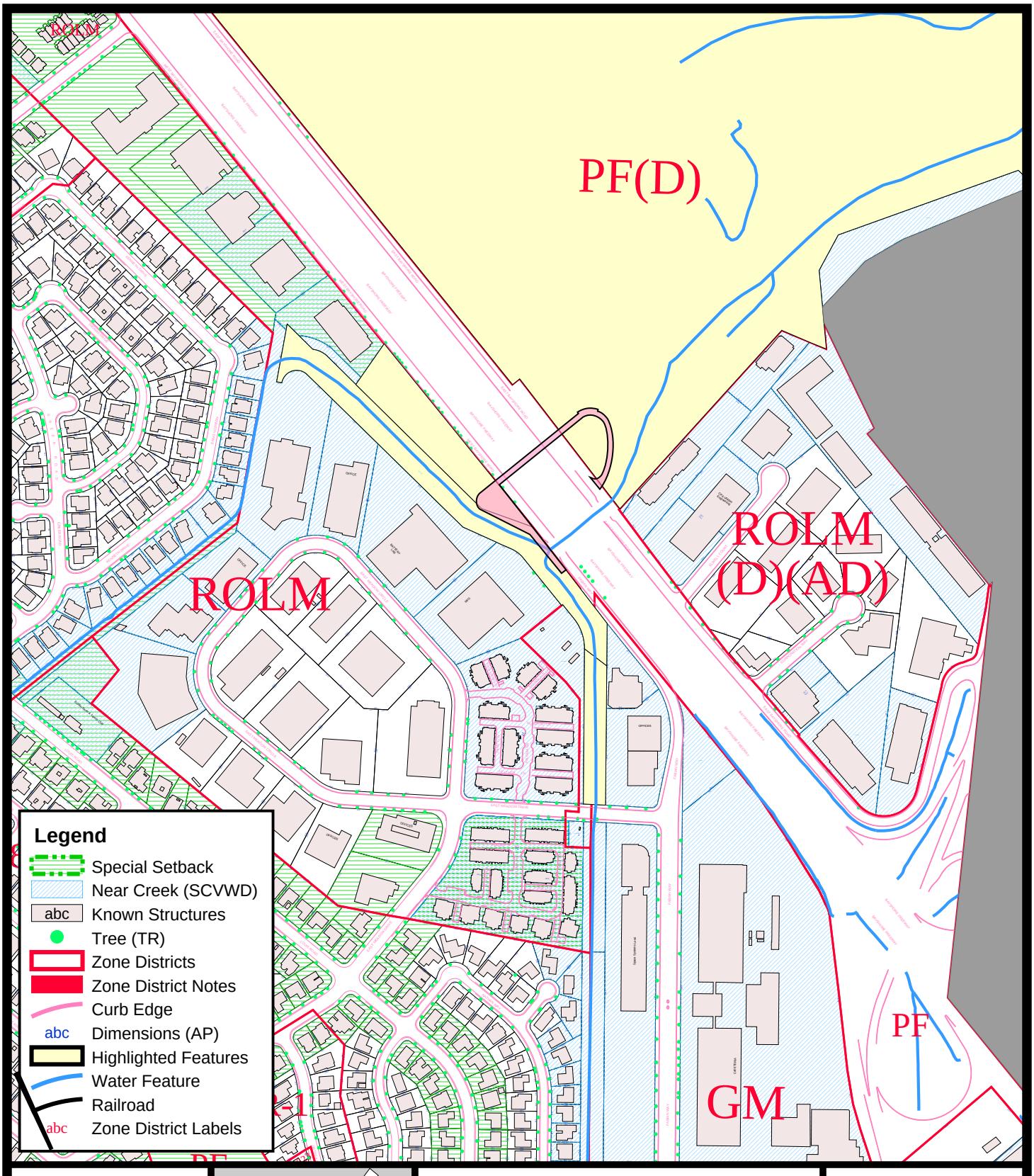
jonathan.lait@cityofpaloalto.org

Attachments:

- Attachment A: Location Map (PDF)

[7] Emails may be sent directly to the PTC using the following address: planning.commission@cityofpaloalto.org

- Attachment B: Site and Design Objectives (DOCX)
- Attachment C: Public Correspondence (PDF)
- Attachment D: Project Description (DOC)
- Attachment E: Project Plans (DOCX)



The City of Palo Alto

Highway 101 Multi-Use Path Overcrossing

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

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ATTACHMENT B
SITE AND DESIGN OBJECTIVES
Highway 101 Multi-Use Path Overcrossing
17PLN-00086

Unless the application for design approval is diverted for minor architectural review under Section 18.76.020(b)(3)(D), the PTC shall review the site plan and drawings, and shall recommend approval or shall recommend such changes as it may deem necessary to accomplish the following Site and Design objectives, as required in Chapter 18.30(G).060 of the PAMC.

Objective (a): To ensure construction and operation of the use in a manner that will be orderly, harmonious, and compatible with existing or potential uses of adjoining or nearby sites.

Objective (b): To ensure the desirability of investment, or the conduct of business, research, or educational activities, or other authorized occupations, in the same or adjacent areas.

Objective (c): To ensure that sound principles of environmental design and ecological balance shall be observed.

Objective (d): To ensure that the use will be in accord with the Palo Alto Comprehensive Plan. (Ord. 4826 § 121, 2004: Ord. 3048 (part), 1978)

Hodgkins, Claire

From: Architectural Review Board
Sent: Monday, May 01, 2017 11:20 AM
To: Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc: Gerhardt, Jodie; Lait, Jonathan; Hodgkins, Claire
Subject: FW: Ped/Bike Bridge

-----Original Message-----
From: Ann Pianetta [mailto:annpianetta@yahoo.com]
Sent: Monday, May 01, 2017 10:43 AM
To: Architectural Review Board; pwecips
Subject: Ped/Bike Bridge

To Whom It May Concern:
It is a well thought-out project except for one thing. There is not enough protection for peds and bikes next to the roadway. There should be a wall. This will keep people from jumping in front of cars and cars hitting peds. And this should be on both sides of the freeway.

Also, when is there going to be better landscaping in general at all the entry ways into Palo Alto from 101. It looks horrible and reflects on our city. Please do something about it and let me know.

Sincerely,

Ann Pianetta
3815 La Donna Avenue
Palo Alto, CA
94306
650-424-9070

Hodgkins, Claire

From: Architectural Review Board
Sent: Monday, May 01, 2017 11:19 AM
To: Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc: Hodgkins, Claire
Subject: FW: Highway 101 Bridge

-----Original Message-----
From: Joel Davidson [mailto:joelscottd@gmail.com]
Sent: Monday, May 01, 2017 11:08 AM
To: Architectural Review Board
Cc: pwecips
Subject: Highway 101 Bridge

To whom it may concern,
I am strongly supportive of the proposed Bike bridge on Highway 101. This project has been too long on the waiting list of the Parks and Recreation Commissions agenda. I guessing about 10 years. Please move forward on this project ASAP.
Thank you,
Joel Davidson former Parks and Recreation Commissioner
504 Thain Way
Palo Alto, CA 94306

Hodgkins, Claire

From: Architectural Review Board
Sent: Monday, May 01, 2017 11:20 AM
To: Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc: Hodgkins, Claire; Lait, Jonathan; Gerhardt, Jodie
Subject: FW: Highway 101 Bicycle and Pedestrian Bridge

From: Judd Volino [mailto:gobike20816@typespot.com]
Sent: Monday, May 01, 2017 10:33 AM
To: Architectural Review Board; pwecips
Subject: Highway 101 Bicycle and Pedestrian Bridge

Dear ARB and City Staff:

I am a Palo Alto resident and cyclist and am writing that you do everything possible to expedite this project to ensure that inflation doesn't catch up again and cause it to be short on funding. A bridge that allows mounted riding and that is much more visible than the Embarcadero bridge will do a great deal to open access to the Baylands and provide safe crossing of the freeway.

Please just build this thing!

Thank you,
Judd Volino
1150 Parkinson Ave

Hodgkins, Claire

From: Architectural Review Board
Sent: Monday, May 01, 2017 11:21 AM
To: Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc: Hodgkins, Claire; Gerhardt, Jodie; Lait, Jonathan
Subject: FW: Excited about highway 101 bicycle bridge

From: Lisa Dusseault [mailto:lisa.dusseault@gmail.com]
Sent: Monday, May 01, 2017 10:11 AM
To: Architectural Review Board
Subject: Excited about highway 101 bicycle bridge

Hi,
I just wanted to say I'm excited about this bridge. As a family we use the existing bridges (Oregon and Stevens Creek trail) maybe 10 times a week. My husband commutes by bike, and I sometimes go to meetings by bike from the Duveneck area where we live to places like Google. Sometimes we go to the baylands or Shoreline Park with our kids. Sometimes my husband runs in the baylands and Shoreline park and we bike along with him to keep him company.

My main frustration with the Oregon bridge is the difficulty getting a bicycle trailer through the slow-down gates. From the images I've seen about the new bridge this will be much easier and we'll have more choices where to cross the 101.

I have to admit we totally ignore the "walk your bikes" injunction along the top of the Oregon bridge. I've never seen any problems with people riding their bikes - people are polite and pass each other civilly whether anybody is biking, walking or walking their bike. Perhaps the problems, when they occur, are not with people riding their bikes (which they're going to do anyway) but with being unsafe or inconsiderate (which they're going to do anyway).

Lisa

Hodgkins, Claire

From: Deborah Baldwin <baldwinart@mac.com>
Sent: Monday, May 01, 2017 2:49 PM
To: Hodgkins, Claire
Cc: lenraven1@gmail.com; Architectural Review Board; Larry; Cornelia and Arne Stoschek
Subject: Re: [dsfna] Bike bridge planning meeting

Hi Claire,
Thank you for responding so fast!
Some of my thoughts/concerns regarding the project are (there are 4 key areas):
1) Managing cyclists/pedestrians:
I propose that there are separate lanes for both parties. Many cyclists will use this trail for getting to work, pedestrians for pleasure. I have seen many unnecessary near clashes because the walkers spread out over the entire walkway or one or the other had headphones on. This is particularly concerning where there are benches for viewing-as many may congregate there.
2) Transitions
Remember what happened to the cyclist on Pagemill that was hit by a car a year ago? I believe part of the responsibility lies in not having an adequate transition. Indeed, there is NO notice-(even a year later!) to motorists that a cyclist may enter a highway and little guidance to a cyclist. Even a stop sign would be a solution. This is a rampant problem.
I have seen this many times, where the bike paths, once you are on them are lovely, but getting there and transitioning to another road are nightmares. I don't mean to attribute blame, unfortunately, dead cyclists can not tell "their" side.
3) Safety
I'm concerned (from a brief look at the plans) that the fencing over any overpass or high area is not sufficient to deter a person from attempting to "jump" off the bridge. How are we going to ensure this?
4) Cost
I have seen many bridge constructed over 101 that takes these concerns into account. They may not be the prettiest, but they look nice and look to be cost effective. Perhaps we should reconsider that? In fact, in so doing, there may be funds to address the transition issues or perhaps to update that "nightmare" of a bridge near Oregon along with getting onto the bike path on the other side of the road.

Thank you for permitting me to "vent" , I DO hope I was being constructive in my comments. Please do keep me updated. I have scheduled for myself to be attend on the 25th of May. :-)
Debbie Baldwin

Sent from my iphone

On May 1, 2017, at 12:45 PM, Hodgkins, Claire <Claire.Hodgkins@CityofPaloAlto.org> wrote:

> Good afternoon Lenore and Debbie,
>
> Thank you for your comments regarding the Architectural Review Board meeting set for May 4, 2017. All meetings for the Architectural Review Committee are held on Thursday mornings. However, there are several other opportunities for you to provide input on this project. You may:
>
> 1) Call, e-mail, or mail me, the Project Planner for the proposed project, to discuss any questions/comments/concerns about the project.

2) We will have a study session in the evening with the Planning and Transportation Commission so that anyone that cannot attend the Architectural Review Board meeting on May 4th could still express comments at that public meeting. The Planning and Transportation Commission hearing for this project is tentatively set for May 25, 2017 and starts at 6pm.
3) Following these two study session meetings the City's Public Works Engineering Division will work to incorporate/address comments from the public (whether expressed at the hearing or provided separately to the project planner) as well as comments from both the Architectural Review Board and the Planning and Transportation Commission study session meetings.
4) The City's Public Works Engineering Division will then come back to the Architectural Review Board, Planning and Transportation Commission, and to City Council before a decision on the proposed project is issued. The Planning and Transportation Commission and Council hearings will both be held in the evening. I'd be happy to update you once the dates for those hearings have been set.

Warm regards,
Claire Hodgkins

<image001.jpg>

Claire Hodgkins, Associate Planner
250 Hamilton Avenue | Palo Alto, CA 94301
O: 650-329-2116 | E: claire.hodgkins@cityofpaloalto.org

From: Architectural Review Board
Sent: Monday, May 01, 2017 12:11 PM
To: Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc: Hodgkins, Claire; Gerhardt, Jodie; Lait, Jonathan
Subject: FW: [dsfna] Bike bridge planning meeting

From: Lenore Cymes [mailto:lenraven1@gmail.com]
Sent: Monday, May 01, 2017 11:38 AM
To: Deborah Baldwin
Cc: pwecips; Architectural Review Board; Jeff Levinsky; dsfna@yahoogroups.com dsfna@yahoogroups.com
Subject: Re: [dsfna] Bike bridge planning meeting

Good catch Debbie. I didn't even read it.

I agree! Not just this meeting, but no meeting concerning community input should ever be held during the day and this meeting must be rescheduled to a proper time for people to finish their work and show up. If it is not changed, why bother at all - what is the goal of the Arch. Review Committee?

Lenore

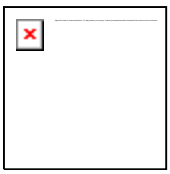
> On May 1, 2017, at 11:31 AM, Deborah Baldwin baldwinart@mac.com [dsfna] <dsfna-noreply@yahoogroups.com> wrote:
>
> Hi
> I noticed that the planning meeting set for this important bike bridge is set for the morning. To me, It is very confusing to have the time set specifically at a time many

commuters by bikes can not come because they are working.
What is the mechanism to have these voices and their wealth of experience heard?
Thank you
Debbie Baldwin

Sent from my iPhone

Posted by: Deborah Baldwin <baldwinart@mac.com>

Reply via web post • Reply to sender • Reply to group • Start a New Topic • Messages in this topic (1)



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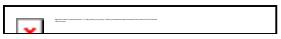
NOTE: By default replies to this message will be sent to the message author only.
VISIT YOUR GROUP



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Hodgkins, Claire

From:	Architectural Review Board
Sent:	Tuesday, May 02, 2017 2:52 PM
To:	Lew, Alex; Kim, Kyu; Baltay, Peter; Gooyer, Robert; Furth, Wynne
Cc:	Hodgkins, Claire; Gerhardt, Jodie; Lait, Jonathan
Subject:	FW: Comments on the HWY 101 Adobe Creek Overcrossing
Attachments:	W.BayShore Bike Lane - 02.jpg; W.BayShore Bike Lane - 04.jpg; W.BayShore Bike Lane - 15.jpg

From: roycsnyder@comcast.net [mailto:roycsnyder@comcast.net]
Sent: Tuesday, May 02, 2017 2:45 PM
To: Architectural Review Board
Cc: pwecips
Subject: Comments on the HWY 101 Adobe Creek Overcrossing

To the City of Palo Alto Architecture Review Board - May 4, 2017

(We have lived in the south Palo Alto Palo Verde neighborhood for over forty years. In all but the most inclement weather, we bike at the Baylands 2-4 times per week, using the existing Adobe Creek Undercrossing or the Embarcadero Overcrossing.)

Comments:

The proposed overcrossing is not a destination, but rather a mere conveyance from South Palo Alto to the main attraction, the Baylands. It should be simple, cost effective, speedily constructed, and, since it crosses a main artery, seismically robust.

The concept of an Eastern Approach Overlook is wrong headed: There is nothing of natural beauty nor remarkable wildlife to be viewed from such a point. The proposed location is close to HWY 101 and the constant traffic noise will detract from any "appreciation" of the adjacent Baylands. The proposed Overlook is redundant to existing and better nature viewpoints actually located in the Baylands, only 200-300 meters further along the trail. It adds undue cost.

The proposed drinking fountains, trash and recycling containers, trail head art, bike racks, etc. would serve greater purpose if located further up the trail where it joins the Baylands Trail at the Coast Casey Forebay. Again, this structure is not a destination. Such amenities will only impede flow along the trail.

The Adobe Creek Reach Trail should be opened immediately, even if in a temporary configuration. The bike lane along West Bay Shore - northbound is currently unsafe due to south bound vehicles drifting into the bike lane. (See photos attached.)

Respectfully,

Roy Snyder
Thomas Drive,
Palo Alto

HIGHWAY 101 MULTI-USE PATH OVERCROSSING PROJECT AT ADOBE CREEK
WRITTEN PROJECT DESCRIPTION

PROJECT DESCRIPTION:

The proposed Highway 101 Multi-Use Path Overcrossing (Overcrossing) is located in the City of Palo Alto in Santa Clara County, between the East Oregon Expressway and San Antonio Road overpasses of Highway 101, and will replace the existing seasonal Benjamin Lefkowitz Underpass of Highway 101 located within the Adobe Creek corridor. The grade-separated crossing will provide year-round connectivity from residential and commercial areas west of Highway 101 to the Palo Alto Baylands Nature Preserve (Baylands), East Bayshore Business Park area, and the regional Bay Trail network of multi-use trails east of Highway 101. The project will include a new bridge structure over Highway 101 and West and East Bayshore Roads, a trail connection along Adobe Creek to East Meadow Drive, sidewalk improvements along West Bayshore Road, and landscaping and habitat restoration within the Baylands and along the Adobe Creek riparian corridor. The project lies primarily within City and Caltrans rights-of-way, although the south/west project area includes Santa Clara Valley Water District property and private property owned by Google.

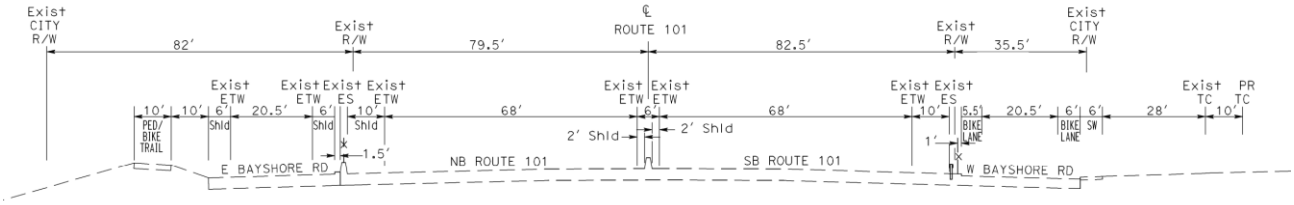
The proposed Overcrossing will consist of multiple structure types in order to maximize the benefits of the different structure types for the various constraints present in the project. The Overcrossing structure is divided into the following four major elements:

1. **Principal Span Structure:** Three span structure over Highway 101 and East and West Bayshore Roads
2. **West Approach Structure:** Multi-span structure located west of West Bayshore Road
3. **East Approach Structure:** Multi-span structure located east of East Bayshore Road
4. **Adobe Creek Bridge:** Simple span crossing of Adobe Creek west of West Bayshore Road

STRUCTURE DESCRIPTION:

PRINCIPAL SPAN STRUCTURE

The Principal Span Structure is set to a straight alignment that is essentially perpendicular to the Highway 101 and Bayshore Road alignments. It consists of three simply-supported steel truss spans spanning across West Bayshore Road, Highway 101, and East Bayshore Road. At this location, Highway 101 is a 12-lane highway with a 162-foot wide right-of-way (See Figure below). East Bayshore Road consists of two travel lanes with a 20.5-foot wide traveled way and two 6-foot shoulders. West Bayshore Road consists of two travel lanes with an approximately 20.5-foot wide traveled way and a 5.5-foot shoulder and 6-foot bicycle lane.



The span over Highway 101 will consist of a 165-foot long, simply-supported prefabricated steel bowstring truss. The bowstring truss is able to achieve the long clear span while keeping the profile depth from the top of deck to bridge soffit to a minimum. The adjacent side span clear-spanning over West Bayshore Road will consist of a 60'-0" long prefabricated steel Pratt truss. The adjacent side span clear-spanning over East

Bayshore Road will consist of a 70-0" long prefabricated steel Pratt truss. All spans will accommodate a 12-foot clear width pathway.

Bents under the Principal Structure spans will consist of 2-foot thick non-skewed concrete pier walls on cast-in-drilled-hole (CIDH) pile foundations. In order to reduce traffic control requirements within Highway 101, the pier walls adjacent to Highway 101 (Bents 6 and 7) will be founded on a concrete pile cap supported by CIDH piles located within the medians between Highway 101 and East and West Bayshore Roads. The concrete pier walls supporting the other ends of the steel Pratt trusses (Bents 5 and 8) will be founded on a concrete pile cap which is supported by CIDH piles. Pier walls at Bents 5 and 8 will support both the steel Pratt trusses of the Principal Span Structure and the end of the West and East Approach concrete slab spans.

Architecturally enhanced safety railings will be provided the full length of the Principal Span Structure. The railings will consist of 8-foot tall galvanized welded wire safety fencing.

WEST APPROACH STRUCTURE

The alignment of the West Approach Structure consists of an approximately 115 degree curve that directs pedestrian/bicycle traffic from along West Bayshore Road, over the Google parking lot, and to the Principal Span Structure over Highway 101. The alignment closely abuts the adjacent Barron Creek to enable retention of all parking spaces with in the Google parking lot and to provide the maximum elevation gain between the adjoining Principal Span Structure and the Adobe Creek Bridge crossing.

The West Approach Structure consists of a four span, 2'-6" deep reinforced concrete slab superstructure supported by 2'-6" x 5'-0" rectangular columns supported on large diameter Type II CIDH pile shafts. The span lengths will vary from 40 to 50 feet long, resulting in a minimum span-to-depth ratio of 0.050. The columns will be architecturally enhanced. The abutment will consist of a reinforced concrete seat-type abutment supported by a large diameter CIDH pile. All spans will accommodate a 12-foot clear width pathway.

Architecturally enhanced safety railings will be provided the full length of the West Approach Structure. The railings consist of 4-foot tall galvanized safety fencing and will include a small concrete curb at the edge of the pathway to collect rain water.

EAST APPROACH STRUCTURE

The alignment of the East Approach Structure consists of an approximate 168-degree compound curve that directs pedestrian/bicycle traffic from the Principal Span Structure, over the Baylands, and back around to conform at the San Francisco Bay Trail.

The East Approach Structure consists of a seven span, 2'-6" deep reinforced concrete slab superstructure supported by 2'-6" x 5'-0" rectangular columns supported on large diameter Type II CIDH pile shafts. The span lengths will vary from 40 to 50 feet long, resulting in a minimum span-to-depth ratio of 0.050. The columns will be architecturally enhanced. The abutment will consist of a reinforced concrete seat-type abutment supported by CIDH piles. All spans will accommodate a 12-foot clear width pathway.

Bent 8 supports both the end of the concrete slab of the East Approach Structure and the end of the steel Pratt truss span of the Principal Span Structure.

Architecturally enhanced safety railings will be provided the full length of the East Approach Structure. The railings will be 4-foot tall galvanized safety fencing and will include a small concrete curb at the edge of the pathway to collect rain water.

An overlook area consisting of an extension of the reinforced concrete slab will be located between Bents 10 and 11 in order to provide the trail users an opportunity to pause, rest and view the adjacent Baylands without impeding pedestrian and bicycle through traffic. The architecture of the overlook will extend from the main bridge structure elements including railings and concrete facing textures and colors. The overlook will be decked with a wood finish to make the area more distinguishable from the main pathway and to give

it some warmth in texture and color. The decking and the bench elements could potentially be constructed from the existing timber decking being removed from the adjacent Baylands Boardwalk project that can be recycled, refinished and repurposed as part of the Overcrossing Project. Amenities such as benches and informational/educational signage will also be located on the overlook to further enhance the experience for the users. Benches will be located along the overlook to allow users to rest and/or view the surrounding vistas of the Baylands.

ADOBE CREEK BRIDGE

The Adobe Creek Bridge consists of a 140-foot long prefabricated steel Pratt truss, spanning over the confluence of Barron and Adobe Creeks, adjacent to the existing Adobe Creek Bridge (Bridge No. 37C-0060) along West Bayshore Road. The bridge will accommodate a 12-foot clear width pathway allowing for travel in both directions.

The top chord of the steel truss will serve as the top chord of the 4 foot high safety railing for the structure.

The abutments will consist of concrete seat type abutments supported by large diameter CIDH piles.

ADDITIONAL PROJECT ELEMENTS:

WESTERN APPROACH ACCESS

A pedestrian access ramp has been incorporated into the Western Approach Structure between the Google property (3600 West Bayshore Road) and Adobe Creek Bridge to provide continuous access for pedestrians along West Bayshore and access to the Overcrossing. For northbound pedestrians along West Bayshore Road the access structure can reduce the length of travel by roughly 500 feet. This access structure also provides equal access to mobility impaired trail users and provides a pedestrian bypass allowing the existing bike lane along West Bayshore road to be made continuous across the existing Adobe Creek Bridge. It also provides a functional ADA compliant alternative access which can be used as a primary ingress/egress if and when the SCVWD closes the trail access area for their channel sedimentation maintenance.

STRUCTURE LIGHTING

Lighting design will be provided for the Overcrossing that contributes to the project goals of providing connectivity while addressing environmental concerns. The Overcrossing paths are to be illuminated during night hours to support pedestrian and bicycling activates, with lighting levels reflecting the transition from higher illuminated urban areas on the western side of Highway 101 to the lower lighting of the Baylands to the east. Photometric levels will conform to standards set by the Illuminating Engineering Society.

The Western Approach Structure will require higher lighting levels for better uniformity ratios to the surrounding environment. Pole mounted luminaires will provide uniform illumination along the pathway and at landscaping areas leading to the Overcrossing. At the Principal Span Structure, lighting will be integrated into the guardrail where possible to create a consistently illuminated pathway. Direct view of any light source is to be shielded from adjacent vehicular vantage points to reduce glare and distraction for drivers. Lighting at the Eastern Approach Structure and Eastern Approach Overlook will be integrated into the urban infrastructure components, such as railings and benches, in order to reduce visual interferences of the Baylands.

Careful consideration will be given to providing appropriate illumination at environmentally sensitive areas such as areas adjacent to Adobe and Barron Creek and the Baylands. Lighting on the Eastern Approach Structure will be minimal in order to reduce potential glare and distraction for wildlife with the Baylands. Step lights will be utilized, meeting photometric requirements, to provide low levels of functional lighting along the pathway. Warm color lighting techniques will be used to reduce lighting effects to migratory birds and other wildlife.

The lighting system will be designed to be mindful of the surrounding environment. Lighting poles and bollards with full-cutoff capability will be used in order to reduce light emitted above the 90° plane, limiting contribution to light pollution. Lighting controls will be utilized to reduce light output during hours with limited activity. Light levels dim down on a set time schedule synced with the astronomical clock. As people approach, sensors detect their presence, allowing the lighting to change in response to pedestrian and bicycle activity.

PROJECT LANDSCAPING AND STORM WATER RETENTION

Landscaping is limited to restoration of areas disturbed by construction. Primary areas for restoration include: 1. The portion of the Baylands under and adjacent to the Eastern Approach Structure which will be restored with native grasses and planting as well as some hardscape and planting at the east plaza where the East Approach Structure joins the San Francisco Bay Trail. Trail head amenities in the form of trash and recycling receptacles as well as an optional drinking fountain and bottle filling station. 2. Disturbed areas of the Google Parking Lot under and adjacent to the Western Approach Structure will be landscape to provide screening to the structure and will include accommodation of a bioretension area, replacement of existing landscaping trees affected by construction and reconfiguration of the existing Google Parking lot resulting in no net loss of parking. 3. The west plaza at the Adobe Creek Reach Trail Head will include hardscaping at the plaza and existing aggregate base along the SCVWD maintenance road compatible with the regular SCVWD maintenance operations and materials, as well as proposed trail head amenities including trash and recycling receptacles and an optional drinking fountain and bottle filling station. 4. Storm water collection into bioretension systems will include native planting and drainage swales leading into retention basins to filter storm-water. These systems will be located in landscaping areas in the vicinity of the western and eastern approaches.

ADOBE CREEK TRAIL

The proposed Adobe Creek Reach Trail involves designating a 10-foot wide by approximately 800 linear feet of the existing Santa Clara Valley Water District (SCVWD) maintenance road on the east side of Adobe Creek, between West Bayshore Road and East Meadow Drive, as the Adobe Creek Reach Trail. The Adobe Creek Reach Trail will provide a more direct, comfortable, and potentially safer alternative to Fabian Way/West Bayshore Road for pedestrians and recreational bicyclists. The trail will utilize the existing SCVWD maintenance road along Adobe Creek (maintaining the existing aggregate base surfacing) and will include installation of safety railing along the top of bank of Adobe Creek (subject to acceptance by the SCVWD). The project will include trail heads at West Bayshore Road and East Meadow Drive. Trail heads will consist of simple concrete connections to the adjoining streets/sidewalks (no formal plazas), associated pavement delineation and street signage. Resurfacing of the Adobe Creek Reach Trail will not be included in this project. However, potential trail resurfacing as part of a future project, will be environmentally cleared as part of this project.

Attachment E

Project Plans

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

Directions to review Project plans online:

1. Go to: www.cityofpaloalto.org/gov/depts/pln
2. Click on "Development Proposals"
3. Click on "Development Projects" under Commercial and Mixed Use Developments.
4. Click on "3600 Bayshore" to view the project plans