City of Palo Alto (ID # 5836)

Architectural Review Board ARB Staff Report

Report Type: Preliminary ARB **Meeting Date: 5/21/2015**

Summary Title: 130 Lytton Avenue Preliminary Review

Title: 130 Lytton Avenue [15PLN-00089]: Request by Heather Young of FGY Architects, on behalf of Tarlton Properties, for Preliminary Architectural Review of modifications to an existing 47,352 square foot four-story office building and site. Zone District: CD-C (P) (Downtown Commercial – Pedestrian Shopping Combining District).

From: Jonathan Lait

Lead Department: Architectural Review Board

RECOMMENDATION

Staff requests the Architectural Review Board (ARB) conduct a preliminary review of the proposed project for the building remodel, landscaping changes and other site improvements, and discuss the Design Enhancement Exception the applicant intends to request as part of a formal application. No formal action may be taken at a preliminary review; comments made at a preliminary review are not binding on the City or the applicant.

BACKGROUND

Site Information

The project site is an approximately 15,838 square foot (sf) parcel (APN 120-26-101) located on the southeast corner of Alma Street and Lytton Avenue (**Attachment A**), with approximately 133 feet and 127 feet of street frontage, respectively. The site is zoned Downtown Commercial with Pedestrian Shopping Combining District (CD-C (P)) and is within the Downtown Parking Assessment District. The site is also located within the Alma Street and Lytton Avenue Districts, as described in the Downtown Urban Design Guidelines. The site's Comprehensive Plan land use designation is Community Commercial (CC). The building was originally in General Business Office use and has housed many tenants since construction, including COMPAQ Computer Corporation, and professional offices. The current A9 office use was established in approximately 2005 and occupies the majority of the building.

The context of the project site is illustrated on project plan sheet 0.1, which show the site's immediate proximity to the Cal Train Station across Alma Street to the west. To the east is a two-story parking garage under separate ownership. To the south is a multi-family residential building and commercial uses permitted as a Planned Community (PC-3429). To the north is a new office building. Noise and vibration are considerations for the project, given the traffic volumes on Alma Street and the nearby railroad tracks.

Project Description

The applicant proposes core and shell improvements to the existing office building on all four floors and the rooftop. The project includes renovation of the building entrance and the facades facing Lytton Avenue, Alma Street, and High Street, new and upgraded elevators and mechanical systems, new glazing, and new rooftop access to a proposed terrace that features a retractable awning with permanent support posts. Outdoor balconies would be added to most floors. No work is proposed in the basement.

Landscaping on the Lytton Avenue and Alma Street frontage would be completely revised and would include the removal of the existing Canary Island Pines. The existing street trees would be retained. The existing corner vent and seating area at the corner of Lytton Avenue and Alma Street would be removed. The existing light sculptures would be removed and no on-site public art installation is proposed at this time. New at-grade bicycle racks would be installed along the Alma Street frontage.

The applicant has provided a project description (**Attachment D**), as well as key topics for ARB feedback. The applicant seeks to keep the building as a gross floor area net neutral (or net loss) project. The applicant originally proposed Option 1 at a recent community meeting they hosted. Community feedback generated the responses shown in Option 2 and Option 3. The applicant would apply for a Design Enhancement Exception (DEE) to enable the proposed remodel to a grandfathered building.

Purpose of Preliminary ARB

The purpose of the preliminary ARB public hearing is to allow the public and the ARB to provide preliminary feedback on the project's architectural concepts. If the applicant submits a formal application, the project would be evaluated with respect to existing codes, guidelines and state laws, specifically:

- Environmental Review in conformance with CEQA,
- Compliance with Palo Alto Municipal Code requirements, as highlighted above,
- Conformance with Comprehensive Plan Policies,
- Architectural Design and ARB Approval Findings,
- Downtown Urban Design Guidelines,
- Compliance with policies of City Departments, and
- Additional Studies as deemed necessary by the Planning Director.

DISCUSSION

Grandfathered Facility

The existing building is considered a grandfathered facility under Palo Alto Municipal Code (PAMC) Section 18.18.120 Grandfathered Uses and Facilities, given the PAMC 18.18.060 development standards for minimum parking requirements and maximum FAR. In addition, the building height (roof and parapet) may already exceed the maximum 50 foot Citywide height limit. There are no maximum lot coverage requirements, daylight plane requirements, setback requirements, or open space requirements for the property. The total lot area, cited in plans as 15,838 square feet (sf), would be confirmed based on a property survey the applicant would submit with the formal application.

According to PAMC Section 18.18.120, a grandfathered facility may remodel, improve, or replace site improvements on the same site, provided such remodeling, improvement, or replacement shall not: result in increased floor area; shift the building foot print; result in an increase of the height, length, building envelope, or any other increase in the size of the improvement; or increase the degree of noncompliance, except pursuant to the exceptions to floor area ratio regulations set forth in PAMC Section 18.18.070 Floor Area Bonuses.

According to PAMC Section 18.04.030, "Grandfathered" means a designation established by means of a "grandfather clause," exempting a class of uses or structures from the otherwise currently applicable provisions of this title, because such uses or structures conformed with earlier applicable provisions of this title, prior to the enactment of subsequent provisions.

According to PAMC Section 18.04.030, a "Facility" means a structure, building or other physical contrivance or object. A "Noncomplying facility" means a facility which is in violation of any of the site development regulations or any other regulations established by (Title 18), but was lawfully existing on July 20, 1978, or any amendments to this title, or the application of any district to the property involved by reason of which adoption or application the facility became noncomplying.

Grandfathered Floor Area

The building is considered a “grandfathered” facility, based upon the original date of construction prior to August 28, 1986. In 1982, the development standards allowed commercial FAR of up to 3.0:1. Plan Sheet 0.1 shows the building has 47,352 sf of gross floor area, which is confirmed by a 2005 survey. The resulting FAR of 2.99:1, also reflected in the City’s GIST database (floor area of 47,416 sf), is nonconforming under today’s zoning code standards.

The applicant’s recent survey of the building noted the building has 50,401 sf of GFA and an FAR of 3.18:1. Portions of the basement that were not formerly included in FAR in the 1980’s (such as bathrooms and storage areas within the larger basement parking area) are currently considered as gross floor area according to the current code interpretation of Palo Alto Municipal Code Section 18.04.030(65). The applicant has provided a statement regarding total

gross floor area history at the property that staff is in the process of researching and verifying (**Attachment B**).

Grandfathered Parking Facilities

The existing basement provides an underground parking facility, and was therefore likely exempt as a whole from inclusion in the original calculations of GFA. Vehicular access to the basement is still provided via an easement from the adjacent two story parking garage on the corner of High Street and Lytton Avenue. The 2004 ARB approval reflected an approval condition related to the basement and on-site underground parking facility and a long-term lease that expired in September 2014. The condition references payment of in-lieu fees into the Downtown Parking Assessment District under the requirements of PAMC 18.18.090(a). Below is an excerpt from 04-ARB-73 Conditions of Approval:

> 5. The shared parking and access agreement between the property owners of 130 Lytton Avenue (120-26-101) and the Lytton Avenue/High Street garage (120-26-002) will expire in 2014. The only access to the underground parking at 130 Lytton Avenue is via the Lytton Avenue/High Street garage. Prior to expiration of the agreement, the applicant may choose to submit an application for installation of an automobile ramp to serve the underground garage at the site. After the expiration of the agreement, the site would be reassessed for parking under the bond plan in affect at the time of assessment. The property owners would be assessed for parking spaces based upon the gross floor area of the site. For each parking space that is not provided, the site would be charged an in-lieu fee, subject to the provisions of the bond plan in affect at the time of the assessment.

According to the applicant, the lease was renewed prior to September 2014. More information on the length of the renewed lease, the aforementioned Alma Street vehicular access, and on-site/off-site/in-lieu parking topics would be included as part of the formal application. The applicant has provided a statement regarding parking discrepancies and parking history at the property that staff is in the process of researching and verifying (**Attachment C**).

Grandfathered Height

The applicant is in the process of determining the exact height of the building roof, building parapet, rooftop equipment, and existing rooftop elevator, but these features are understood to be at or higher than 50 feet above grade.

If the elevator currently grants rooftop access to the public, then the rooftop elevator access is possibly also a grandfathered condition relative to PAMC 18.40.090 Height Exceptions; elevator equipment qualifies for a height exception, but an elevator shaft count as floor area/habitable space and is not permitted to exceed the height limit of 50 feet.

<u>Property Revisions in 2004</u>

The existing four-story building was constructed between 1982 and 1984. A 2004 Architectural Review approval of minor façade and landscaping changes included the following improvements: painting of window frames, new aluminum spandrel panels and cornice cap, etched glass balcony railings and panels, a pedestrian glass storefront and building entryway, pedestrian seating area at the corner of Alma Street and Lytton Avenue, and a light box and

light fin art component on the façade and at the entrance to the parking garage on High Street. The conditions of that Architectural Review approval required retention and protection of the street trees and the three Canary Island Pines, identified as Regulated trees.

Staff conducted multiple site visits to review the existing site improvements and building exterior, but was not able to access the existing rooftop, basement, interior floor configurations or parking facility, due to the existing tenant's privacy and security protocols. Site photos can be found on project plan sheets 0.2, 1.1, 1.2, and 1.3. Staff would be able to more specifically confirm existing gross floor area (GFA) and floor area ratio (FAR), on-site and off-site parking, building height, and any other relevant building data as part of review of a formal architectural review application.

Proposed Building Design

Floor Area Adjustments

Plan sheet 1.4 illustrates the proposed gross floor area adjustments at each level of the building in comparison with the existing building envelope at each floor. In all of the Options, the same changes are proposed for the roof level and the fourth floor in regard to the new elevator, outdoor access staircase, rooftop terrace and retractable awning. The 541.5 sf of floor area proposed on the ground floor is the area that was left open for a future access ramp off of Alma Street into the basement.

Shift in Footprint

In order to understand the topic of the proposed shift in the building footprint, please refer to the ground floor portions of illustrations on plan sheet 1.5. Rose colored areas show the existing floor area that would be removed and blue colored areas show the areas where floor area would be added.

Building Envelope

In order to understand the topic of expanding the building envelope, please refer to plan sheets 1.5 and 1.6. Yellow colored areas show the proposed expansion, whereas greyed out volumes show the proposed retraction of the envelope. For the formal Architectural Review application, staff would confirm all proposed gross floor area changes to ensure that proposed floor area was calculated consistent with PAMC 18.04.030(65) and that the project would not increase any potential nonconforming FAR. Staff would pay attention to the amount of floor area in the basement and areas that are utilized for required access.

Height

In order to understand the topic of a building height increase, please refer to plan sheet 1.5 and 1.6. The applicant explained to staff that the existing rooftop parapet would remain at the existing height, although it would be resurfaced. The floor for the rooftop terrace would slightly increase the height of the existing roof, and the new permanent support posts for the retractable awning would also qualify as a height increase. These features do not qualify for a

standard height exception under PAMC 18.40.090. The height of the new elevator would also be addressed in the formal application.

Outdoor Terraces and Balconies
While not considered gross floor area, the rooftop terrace, in combination with the other balconies and terraces, would likely trigger the need for a Conditional Use Permit under PAMC Section 18.18.060(h), which states that any permitted outdoor activity in excess of 2,000 square feet shall be subject to approval of a Conditional Use Permit. The formal application would also determine if the breakout space or company events located on the rooftop and outdoor terraces were part of a commercial use, which would prevent the ability to grant a standard height exception for the new awning support posts under PAMC Section 18.18.060(h).

Land Use
According to PAMC Section 18.18.060(f) Restrictions on Office Uses, new construction and alterations in the CD-C zoning district are required to have ground floor space designed to accommodate retail use. The formal application would be evaluated as to whether the proposed ground floor features meet the intent of PAMC Section 18.18.060(f) or if more accommodation would be required. The project does not currently incorporate a ground floor retail tenant. Inclusion of a retail tenant would be encouraged. Meanwhile, the current code interpretation requires ground floor space to be easily adaptable for retail use. In this case, the applicant would be requested to submit with the formal application an analysis of how the structural aspects and facades of the existing building will not prohibit accommodation of retail, such as at the southwest corner of the building on Alma Street.

Pedestrian Shopping Combining District
The project would also be required to meet the intent of the Pedestrian Shopping Combining District, which requires:

- display windows, or retail display areas;
- pedestrian arcades, recessed entryways, or covered recessed areas designed for pedestrian use with an area not less than the length of the adjoining frontage times 1.5 feet; and
- landscaping or architectural design features intended to preclude blank walls or building faces.

The greater activation of a building façade with outdoor use could help facilitate an improved pedestrian environment. However, the proposed property line fence along Alma Street and the planting at the Lytton Avenue ground floor would preclude pedestrian use for the majority of the frontages.

Performance Criteria and Green Building
The project would be required to meet all of the performance criteria outlined in PAMC Chapter 18.23. Especially relevant are lighting, noise, late night activity, trash/recycling, and privacy considerations as part of project design.

The project would be required to meet the recently updated Green Building and Energy requirements, including in regard to potable water reduction, construction waste, irrigation design, and plumbing fixtures. It is recommended that the proposed new glazing and lighting incorporate bird-friendly design.

Design Enhancement Exception
As mentioned above, the applicant intends to request a Design Enhancement Exception (DEE) under PAMC Section 18.76.050, in order to enable the proposed remodeling of the grandfathered building. The formal application would consider whether the components of the remodel qualify as a minor exception to zoning regulations. Furthermore, the project design would need to enhance the building's appearance and meet the DEE findings. A DEE cannot be utilized in the case of a project that increased floor area or decreased the number of required parking spaces.

Department Comments Regarding Site Design, Function, Tree Removal, and Landscaping

Urban Forestry
Existing street trees would be retained and three existing tall mature Canary Island Pines on the western-exposed Alma Street frontage would be removed. Urban Forestry staff recommends the retention of these pines and cites the previous architectural review approval, when these trees were identified for retention on the project plans. Factors supporting retention include their contribution to (a) substantial shade and cooling to all levels of the building, (b) providing massing balance and visual interest to the Alma Street façade, and (c) the interaction between the building and the pines creating a recognizable primary entry point to the downtown on a scenic route.

Public Works and Transportation
Staff recommends replacement of the existing non-compliant curb ramp adjacent to the property frontage at the corner of Lytton Avenue and Alma Street. In order to strengthen pedestrian linkages and shorten crossing distances, Public Works and Transportation would also recommend evaluation of a new bulb out at the Lytton and Alma intersection. The bulb out would provide additional area to allow the construction of directional curb ramps, and would result in a consistent sidewalk elevation. This would be relevant in all cases, but especially if the project includes a new building corner feature as shown in Option 2 and Option 3. To facilitate transit bus right turns from Alma to Lytton, the bulb out would need to project out between 4' to 5' from the face of curb and the radius sized for a typical 40 foot long Gillig Transit Bus. The existing traffic signal pole, signal heads, and conduit would also need to be adjusted.

Building
The Building Department commented on the accessibility and exiting aspects of the project, including elevator size, site work, and rooftop access. They also were interested in an evaluation of the loading associated with the rooftop terrace.

Public Art
The project is subject to the public art requirement. The project plans do not incorporate public art at this time and it is likely that the applicant would choose to pay the public art in-lieu fee.

Water Quality/Zero Waste
Regarding existing waste streams, Water Quality and Zero Waste staff have requested more information on the existing trash, compost, and recycling at the property and at the adjacent 2-story parking garage, in order to determine how best to address PAMC Section 16.09.180(b)(10) Dumpsters for New and Remodeled Facilities.

Utilities
Utilities-Electrical staff requested more information regarding the building mechanical systems and lighting, in order to determine if a new transformer would be necessary. Planning staff would require that transformer location be identified on the formal project plans.

Planning
For the formal application, the applicant and staff would be researching the total gross floor area, parking requirements, and whether or not there are any requirements for an access ramp off of Alma Street into the basement. The required bicycle parking spaces would also be addressed.

ENVIRONMENTAL REVIEW

No environmental review is required for this Preliminary Review application, as it is not considered a project under the California Environmental Quality Act (CEQA).

COURTESY COPIES

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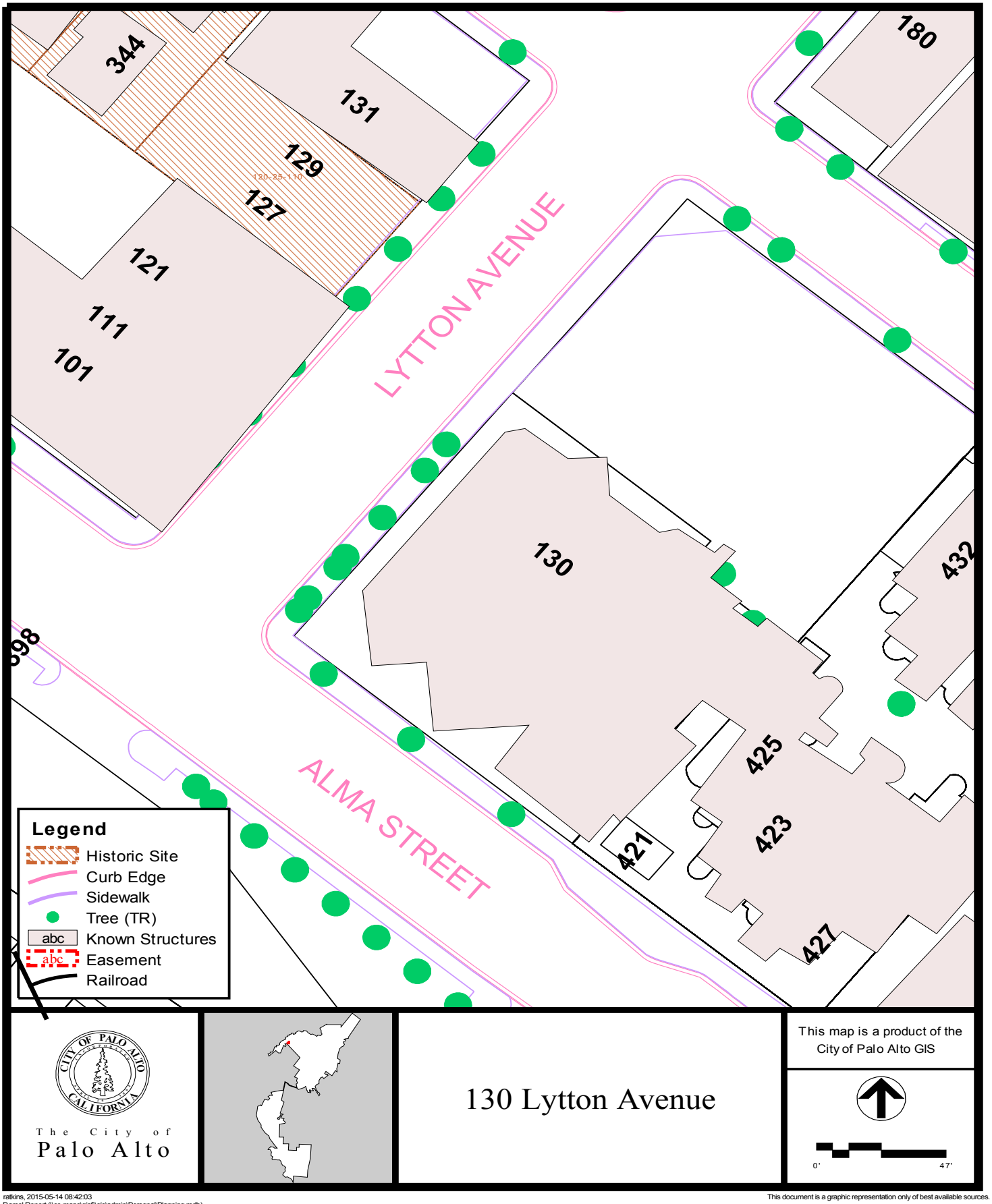
Prepared by: Rebecca Atkinson, Planner

Reviewed by: Amy French, Chief Planning Official

Attachments:

- Attachment A: Vicinity Map 130 Lytton Avenue (PDF)
- Attachment B: FAR Reconciliation Statement 051315 (PDF)
- Attachment C: Parking Reconciliation Statement 051115 (PDF)
- Attachment D: Project Description 030515 (PDF)

Attachment A



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Attachment B

May 13, 2015

130 Lytton Avenue, Palo Alto
FAR Reconciliation Statement

1983

The Building at 130 Lytton was constructed in 1983 as a 2 Phase project. It is important to note that at the time of construction the allowable FAR was 3.0 and basement square footage was not considered part of FAR. If the basement had been included in the calculation at this time the FAR would have exceeded the allowable ratio of 3.0: 1. Found documentation of the Phase I portion was listed as 34,379.53 sf by Crosby Thorton Marshall Associates Architects. No FAR Documentation could be found that related to the Phase II structure as it was built. The site is 15,903 sf. The allowable FAR in 1983 yields a (15,903 sf) x (the allowable 3.0 FAR) that would yield an allowable project total of 47,709 sf.

2004

In 2004 the building went through some minor renovations that included; adding office sf to the ground floor of the Phase II building at Alma; removing the floor area associate with the break-out for a future garage ramp; enlarging the lobby at the Lytton entry; providing a covered entry from the building to the sidewalk at this Lytton entry and providing basement shower and toilet room improvements. Based upon the data table by Devcon listed in the permit set the existing Phase I portion was listed as 34,379 sf, which corresponds to the original architect's evaluation. The existing Phase II building was listed by Devcon as 13,037 sf. The project total before the Devcon improvements was listed as 47,416 sf. There was no documentation to explain how these totals were verified.

After the improvements listed above had taken place, DEVCON listed the new total area as 47,352 sf. Again, it must be noted that the basement was not considered part of the FAR total.

2014

In 2014 the building changed ownership and a 3rd party specializing in measuring existing structures was hired to accurately measure the existing building. Improved measuring technology and increased accuracy in the measuring technique yielded a much more definitive survey of the existing conditions.

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The new more accurate measurements yielded the following:

Phase I:	34,513 sf (floors 1-roof)
Phase II:	13,352 sf (floors 1-roof)
Total Actual	47,765 sf

Accurate measuring yielded a building that is 413 sf larger than what was claimed on the 2004 permit(47,352 sf).

The basement contains usable spaces that are considered FAR by today's definitions (such as Stairs, elevators, storage, electrical room, showers, toilet rooms, etc.) This interpretation was confirmed by staff via email on December 15th, 2014. Under today's definition of FAR, the existing basement has 2,636 sf.

47,765 sf (floors 1-roof) + 2,636 (existing basement) = 50,401 existing grandfathered FAR sf or 3.18 FAR

Attachment C

May 11, 2015

130 Lytton Avenue, Palo Alto
Parking Reconciliation Statement

1983

In 1981 (Phase 1-originally identified as 403 Alma) & 1983 (Phase 2) when the project was approved, the properties in the Downtown Parking Assessment District were allowed to build up to an FAR of 3.0 without the requirement for any on-site or off-site parking. Parking was provided by the owner on a strictly voluntary basis. This was done through a combination a single below grade level under Phase 1 of the 130 Lytton building in conjunction with 2-story garage at the site immediately adjacent, which was under a 35 year lease from the property owners (which ran with the land) and is noted on the drawings as Phase 3.

We understand that as part of the original conditions of approval the City required a "Declaration of Covenant" to be approved by the City between the 130 Lytton property owners and the owners of the adjacent property where the 2-story parking garage was to be built. This Covenant was recorded on June 19, 1982. While the Covenant speaks to the potential future loss of the adjacent parking garage lease, it does not identify how many parking spaces were originally provided in the garage. The City approved records of this building in 1983 show that there were 22 spaces in the below grade basement and 80 total spaces provided in the adjacent garage for a total of 102 on-site parking spaces.

2001

In 2001 the University Avenue Area Off-Street Parking Assessment District was formed. Accompanying that Bond was Attachment B, entitled "Final Engineers Report for the University Avenue Area Off-Street Parking Assessment District," prepared by Harris & Associates. This report included a table identifying required parking for each building in the district and the parking related to the participation in the Parking Assessment District. The Final Engineers Report dated March of 2001 states that of the 189 required spaces for 130 Lytton, "71 are provided in the Assessment District and that 118 are provided by the property."

As stated above, the approved project drawings state 102 spaces provided. In no way could the combination of spaces or striping ever have yielded 118 total spaces provided on-site.

2004

In 2004, at the time of some minor exterior building improvements, The City's ARB Staff Report Dated April 15, states that there were 22 spaces in the below grade garage and 81 spaces in the adjacent parking garage at Lytton & High Streets leased to the 130 Lytton building. It also states that there were 87 spaces provided in the Assessment

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District. This summary is inconsistent with what is represented in The Final Engineers report for the Proposed University Avenue Assessment District dated March of 2001. City Staff report: 81+ 22 (103 on-site) + 87 (Assessment District) = 189 parking spaces. Other than this reference, we have not found evidence of 130 Lytton having anything other than 71 parking spaces in the Downtown Parking District.

2006

In 2006 the 130 Lytton Building was sold and a new "Agreement and Declaration of Covenant to Provide Parking for 130 Lytton Avenue" was entered into by the new building owners and the City of Palo Alto. That document continued to assess the building based upon a parking requirement of 189 spaces. The agreement also states that there are 118 spaces provided for the benefit of the District. It further states that 48 spaces shall be located "at the Property" and 70 spaces may be provided located off-site on property leased by the owner.

The 48 spaces located "at the property" are not possible to achieve as the constraints of the below grade basement could never have yielded 48 spaces. Original approved drawings of the basement plans (attached) illustrate this impossibility. The "70 off-site leased spaces" is also incorrect. Today, there are actually 78 spaces provided in the adjacent garage.

2013

In 2013, the building was sold to new owners and a new ALTA survey was done for the building. That ALTA survey determined that the **current existing parking total** is as follows:

Basement Parking @ 130 Lytton:	= 20 spaces
Ground Level Parking: (adjacent garage)	= 33 spaces
Second Level Parking: (adjacent garage)	= 45 spaces
Current Total Provided Spaces:	**= 98 spaces**

2014

In 2014 the current owners of 130 Lytton renegotiated the lease associated with the adjacent garage and the spaces provided. The terms of the newly signed lease are for an additional 35 years. The extension of this lease secures the parking on the adjacent site and its 78 parking spaces for the foreseeable future.

Conclusion

In 1983 and until 2013, it was common practice for the City to grant a parking reduction to properties that were in immediate proximity to public transportation. Per the 1978 Palo Alto Zoning Ordinance in effect at the time of construction, Section 18.83.080, subsection (d) "Transportation and Parking Alternatives state that the Director of Planning may defer up to 20% of the parking requirement." As the University Avenue

Cal-Train Station is immediately across the street from 130 Lytton and two major bus stops are on its Lytton and Alma facades, we can only assume that the project was granted such a parking reduction due to the physical impossibility of being able to park 118 spaces at the site. The 2001 Final Engineers Report (which states 118 spaces on-site) does not distinguish between physical spaces provided on-site vs spaces credited to a property via a parking reduction.

Documentation within the City over the years states that the building has provided 118 spaces for a total of 189 spaces, including the 71 parking assessment district spaces. We propose that the unaccounted 15 spaces [(118 -103 spaces, (per the original approved plans)] were counted as a parking reduction due to the proximity to major transportation lines (both Cal-Train and bus lines) serving the building. Although we have not discovered it, the City of Palo Alto should have some correspondence or documentation supporting this assumption.

LYTTON·ALMA BUILDING
PALO ALTO, CA.
PHASE I

CLIENT
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ARCHITECTURE
CROSBY - THORNTON - MARSHALL ASSOCIATES (415) 788 - 2887

403 ALMA

APPROVED FOR BUILDING PERMIT
BY ____ DATE ____

ABBREVIATIONS

Abbreviation	Meaning
ACOUS.	Acoustical
A.D.	Area Drain
ADJ.	Adjustable
A/C	Air-Conditioning
AGGR.	Aggregate
A.B.	Anchor Bolt
AL.	Aluminum
ALT.	Alternate
A.P.	Access Panel
APPROX.	Approximate
ANOD.	Anodized
ARCH.	Archtectural
ASB.	Asbestos
ASPH.	Asphalt
AUTO.	Automatic
BD.	Board
BITUM.	Bituminous
BLDG.	Building
BLK.	Block
BLKG.	Blocking
BOT.	Bottom
BSMT.	Basement
B.U.	Built-Up
BM.	Beam
CAB.	Cabinet
C.B.	Catch Basin
CEM.	Cement
CER.	Ceramic
C.I.	Cast Iron
C.I.P	Cast-in-place
CLG.	Ceiling
CLKG.	Calking
CLO.	Closet
CLR.	Clear
C.M.U.	Concrete Masonry Unit
COL.	Column
CONC.	Concrete
CONN.	Connection
CONSTR.	Construction
CONT.	Continuous
CORR.	Corridor
CPT.	Carpet
CSMT	Casement
CTSK.	Countersunk
CNTR.	Counter
CTR.	Center
DIAG.	Diagonal
D.P.	Dampproofing
DMT.	Demountable
DIV.	Division
DBL.	Double
DEPT.	Department
D.F.	Drinking Fountain
DET.	Detail
DIA.	Diameter
DIM.	Dimension
DISP.	Dispenser
DN.	Down
D.O.	Door Opening
DR.	Door
DWR.	Drawer
DS.	Downspout
D.S.P.	Dry Standpipe
DWG.	Drawing
E.	East
EA.	Each
E.B.	Expansion Bolt
E.J.	Expansion Joint
EL.	Elevation
ELEC.	Electrical
ELEV.	Elevator
EMER.	Emergency
ENCL.	Enclosure
E.P.	Electrical Panelboard
EQ.	Equal
EQPT.	Equipment
E.W.C.	Electric Water Cooler
EXST.	Existing
EXPO.	Exposed
EXP.	Expansion
EXT.	Exterior
F.A.	Fire Alarm
F.B.	Flat Bar
F.D.	Floor Drain
FDN.	Foundation
F.E.	Fire Extinguisher
F.E.C.	Fire Extinguisher Cab.
F.H.C.	Fire Hose Cabinet
FIN.	Finish
FL.	Floor
FLASH.	Flashing
FLUOR.	Fluorescent
F.O.C.	Face of Concrete
F.O.F.	Face of Finish
F.O.S.	Face of Studs
FPRF.	Fireproof
F.S.	Full Size
FT.	Foot or Feet
FTG.	Footing
FURR.	Furring
FUT.	Future
GA.	Gauge
GALV.	Galvanized
G.B.	Grab Bar
GL.	Glass
GND.	Ground
GR.	Grade
GYP.	Gypsum
H.G.	Hose Bibb
H.C.	Hollow Core
HDWD.	Hardwood
HDWE.	Hardware
H.M.	Hollow Metal
HORIZ.	Horizontal
HR.	Hour
HGT.	Height
H.P.	High Point
H.W.H.	Hot Water Heater
I.D.	Inside Diameter (Dim.)
INSUL.	Insulation
INT.	Interior
INV.	Invert
JAN.	Janitor
JT.	Joint
KIT.	Kitchen
LAB.	Laboratory
LAM.	Laminate
LAV.	Lavatory
LKR.	Locker
LT.	Light
L.B.	Lag Bolt
LVR.	Louver
L.P.	Low Point
MAX.	Maximum
M.C.	Medicine Cabinet
MECH.	Mechanical
MEMB.	Membrane
MET.	Metal
M.B.	Machine Bolt
MTL.	Material
MOD.	Modular
MH.	Manhole
MIN.	Minimum
MIR.	Mirror
MISC.	Miscellaneous
M.O.	Masonry Opening
MTD.	Mounted
MUL.	Mullion
N.	North
N.I.C.	Not In Contract
NO. or #	Number
NOM.	Nominal
N.T.S.	Not To Scale
O.F.O.	OUTSIDE FACE OF
O.A.	Overall
OBS.	Obscure
O.C.	On Center
O.D.	Outside Diameter (Dim.)
OFF.	Office
OPP.	Opposite
OPNG.	Opening
O.H.	Overhead
PRCST.	Pre-cast
PL.	Plate
P.LAM.	Plastic Laminate
PLAS.	Plaster
PLYWD	Plywood
PR.	Pair
PT.	Point
P.T.D.	Paper Towel Dispenser
P.T.D/R	Combination Paper Towel Dispenser & Receptacle
PTN.	Partition
P.T.R.	Paper Towel Receptacle
Q.T.	Quarry Tile
R.	Riser
RAD.	Radius
R.D.	Roof Drain
REF.	Reference
REFR.	Refrigerator
RGTR.	Register
REINF.	Reinforced
REQ.	Required
RESIL.	Resilient
RM.	Room
R.O.	Rough Opening
RWD.	Redwood
R.W.L.	Rain Water Leader
S.S.D.	SEE STRL. DWG.
S.	South
S.C.	Solid Core
S.C.D.	Seat Cover Dispenser
SCHED.	Schedule
S.D.	Soap Dispenser
SECT.	Section
SH.	Shelf
SHR.	Shower
SHT.	Sheet
SIM.	Similar
S.N.D.	Sanitary Napkin Dispenser
S.N.R.	Sanitary Napkin Receptacle
SPEC.	Specification
SHTG.	Sheathing
SQ.	Square
SST.	Stainless Steel
S.SK.	Service Sink
STA.	Station
STD.	Standard
STL.	Steel
STOR.	Storage
STRL.	Structural
SUSP.	Suspended
SYM.	Symmetrical
TRD.	Tread
T.B.	Towel Bar
T.C.	Top of Curb
TEL.	Telephone
TER.	Terrazzo
T.&G.	Tongue and Groove
THK.	Thick
THRESH.	Threshold
T.P.	Top of Pavement
T.P.D.	Toilet Paper Dispenser
T.V.	Television
T.W.	Top of Wall
TYP.	Typical
UNF.	Unfinished
U.O.N.	Unless Otherwise Noted
UR.	Urinal
VERT.	Vertical
VEST.	Vestibule
W.	West
W/	With
W.C.	Water Closet
WD.	Wood
WIN.	Window
W/O	Without
WP.	Waterproof
WSCT	Wainscot
WT.	Weight
W.W.F.	Welded Wire Fabric

SYMBOLS

TYPICAL DETAIL MARK
7A / A8 — LIMIT OF DETAIL; PANEL DESIGNATION; DETAIL DESIGNATION; SHEET NUMBER
(NOTE: IF NO SHEET NUMBER OCCURS THEN DETAIL IS DRAWN ON SAME SHEET)

TYPICAL BUILDING SECTION MARK
1D / A6 — PANEL DESIGNATION; DRAWING DESIGNATION; SHEET NUMBER; DIRECTION OF VIEW

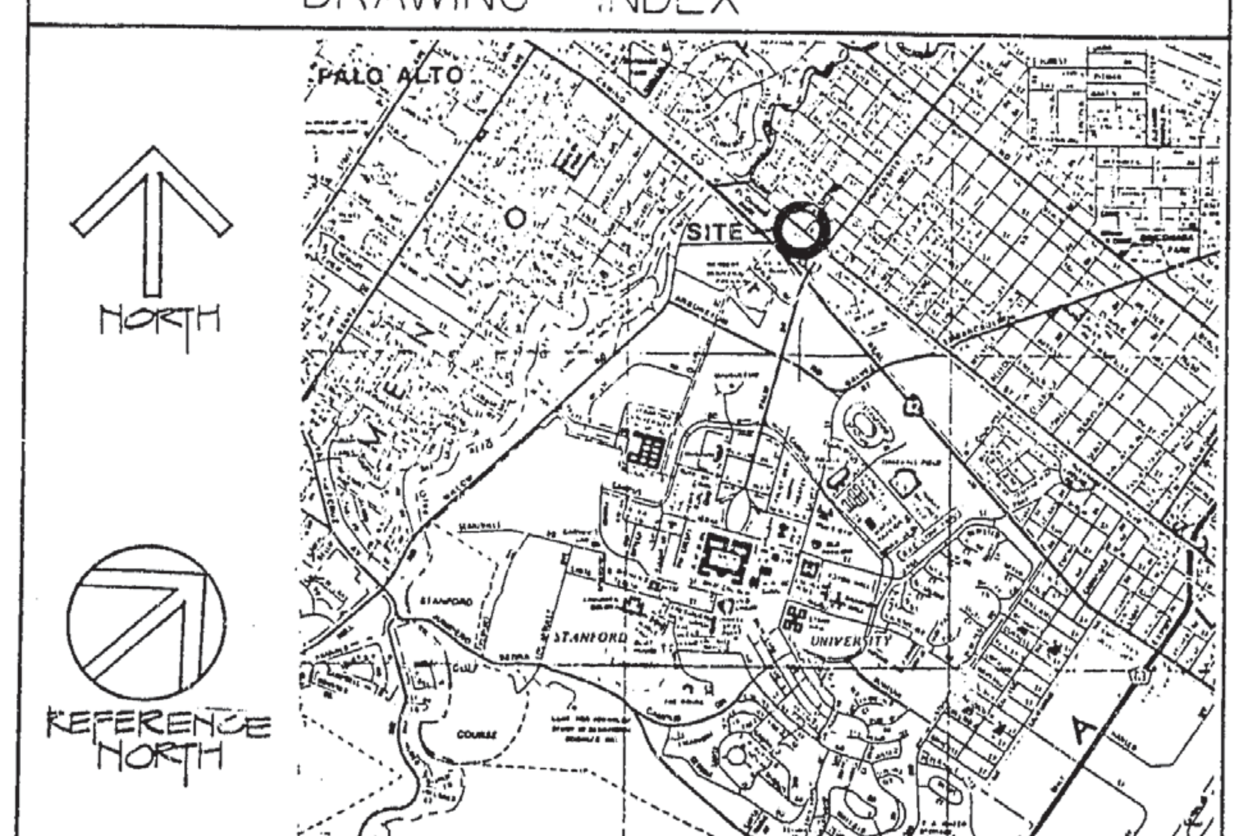
TYPICAL WINDOW MARK
A — WINDOW TYPE

TYPICAL DOOR MARK
1 — DOOR MARK

EXTERIOR ELEVATION MARK
3 / A6 — DIRECTION OF VIEW; PANEL DESIGNATION; SHEET NUMBER

DRAWING INDEX

SHT. #	SHEET TITLE
A-0	TITLE SHEET
A-1	SITE PLAN
A-2	SITE DETAILS
A-3	BASEMENT AND GROUND FLOOR PLANS
A-4	SECOND AND THIRD FLOOR PLANS
A-5	FOURTH FLOOR AND ROOF PLANS
A-6	EXTERIOR ELEVATIONS
A-7	EXTERIOR ELEVATIONS
A-8	ENLARGED FLOOR PLANS
A-8.1	[illegible] PLANS AND STAIR SECTION
A-9	STAIR AND ELEVATOR SECTIONS
A-10	WALL SECTIONS
A-11	WALL SECTIONS
A-12	BUILDING DETAILS
A-13	WINDOW, DOOR AND FINISH SCHEDULES
A-14	MISCELLANEOUS DETAILS
A-15	REFLECTED CEILING PLAN & MISC. DETAILS
A-16	ROOF PENTHOUSE



LOCATION MAP

REVISIONS
7·12·82 - BLDG. DEPT. REV.
8·13·82 - GENERAL REVISIONS
10·4·82 - ISSUE FOR PERMIT
3·83 - ISSUE FOR #2 PERMIT
⚠1 6-14-83 C.O. # 7

OWNERSHIP OF DOCUMENTS

Hare, Brewer & Kelley, Inc.
305 Lytton Ave
Palo Alto, Ca.

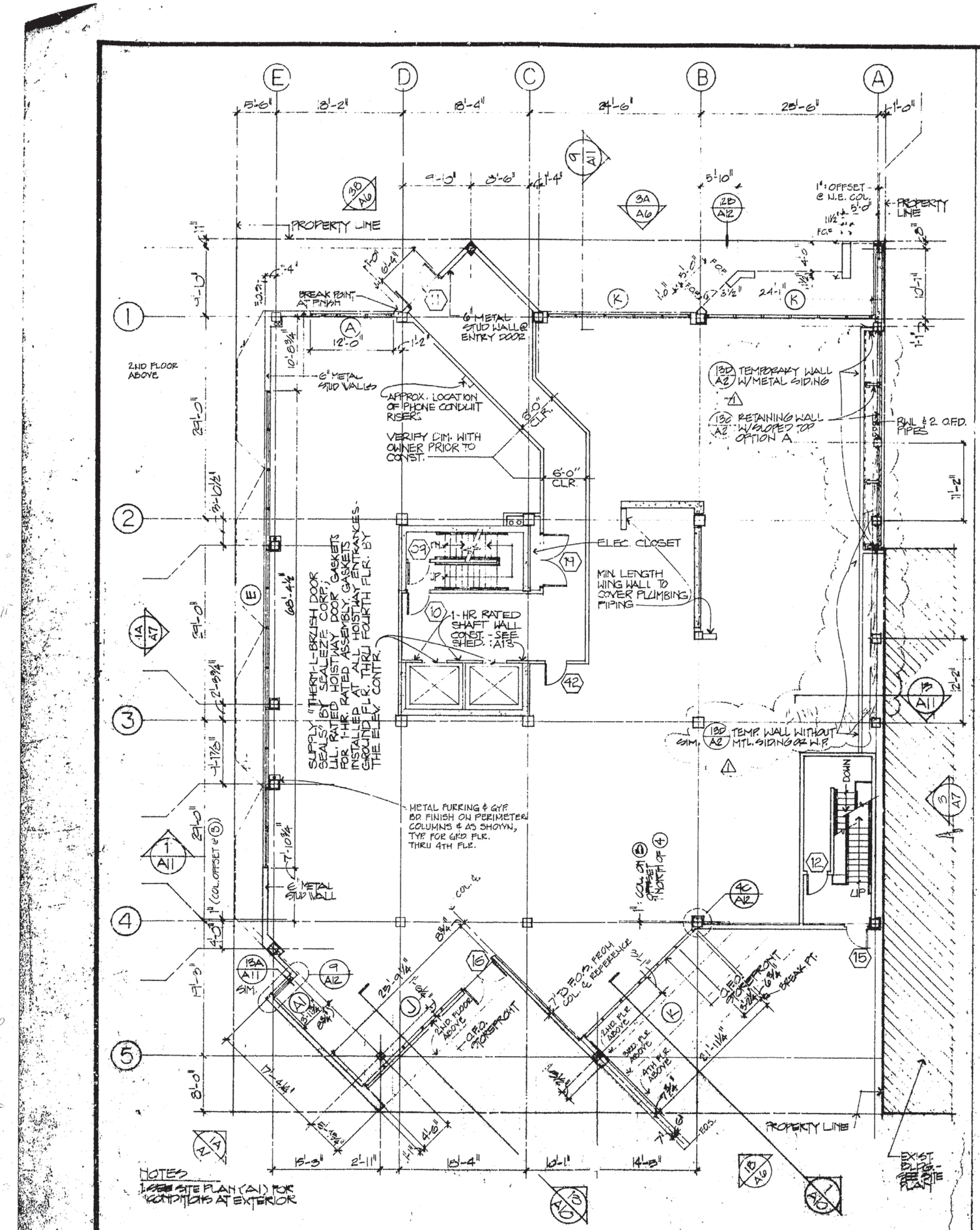
PHASE I ⚠1
LYTTON·ALMA
PALO ALTO

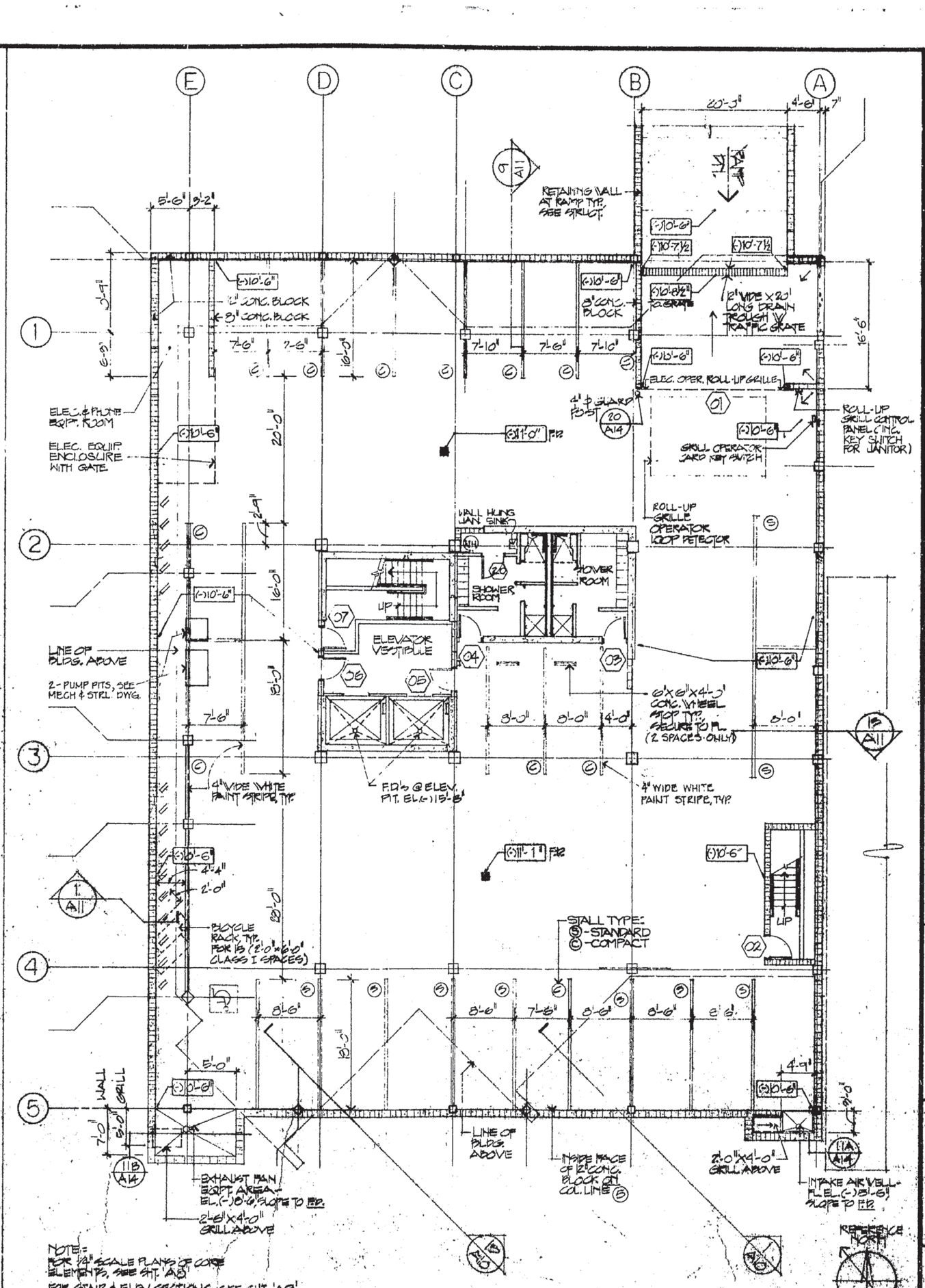
TITLE SHEET

CROSBY
THORNTON
MARSHALL
ASSOCIATES
ARCHITECTS
222 KEARNY STREET
SAN FRANCISCO CA
94108 415/788-2887

SHEET NO.
A0
OF
PROJECT HAR-33E
DATE 5·24·82

24X





REVISIONS
7-12-82 - BLDG DEPT. REV.
8-19-82 - GENERAL REV.
⚠1 6-14-83 C.O. # 7

PHASE I
LYTTON-ALMA
PALO ALTO

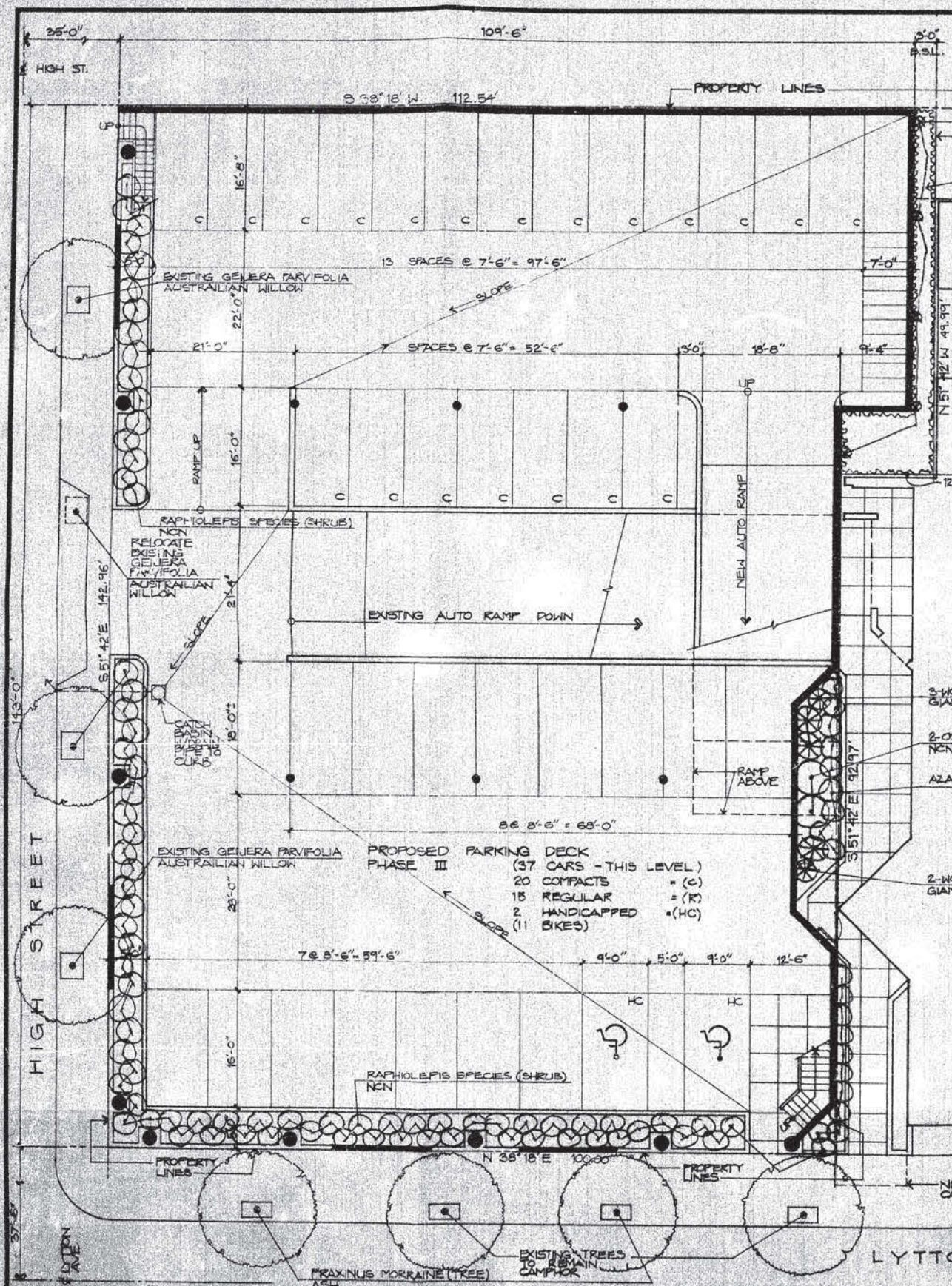
Hare, Brewer & Kelley, Inc.
305 Lytton Ave
Palo Alto, Ca.

BASEMENT AND GROUND FLOOR PLANS

CROSBY THORNTON MARSHALL ASSOCIATES ARCHITECTS
222 KEARNY STREET
SAN FRANCISCO CA
94108 415/788-2887

SHEET NO. A5 OF
PROJECT NO. 82-35
DATE 5-24-82

24X



FIRST LEVEL PLAN SC: 1/8"=1'-0"

REVISIONS

PHASE III
LYTTON-ALMA
PALO ALTO

Hare, Brewer & Kelley, Inc.
325 Lytton Ave
Palo Alto, Ca.

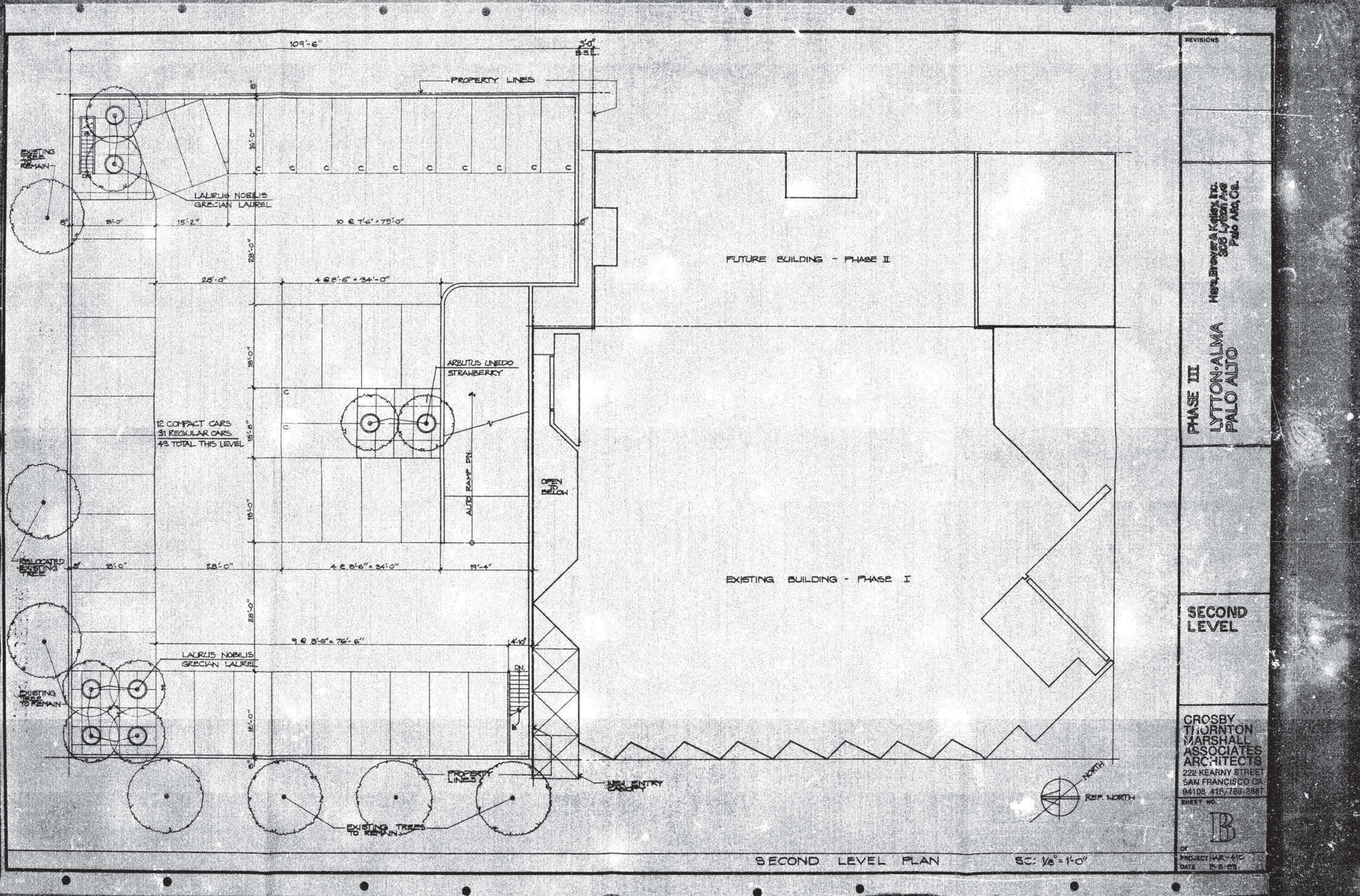
FIRST LEVEL

CROSBY THORNTON MARSHALL ASSOCIATES ARCHITECTS
222 KEARNY STREET
SAN FRANCISCO CA
94108 415/788-2887

SHEET NO. A OF

PROJECT HAR-41C
DATE 8-5-82

24 X


109'-6"
3'-0"
B.S.L.
PROPERTY LINES
EXISTING TREES TO REMAIN
LAURUS NOBILIS
GRECIAN LAUREL
15'-2"
10 @ 7'-6" = 75'-0"
28'-0"
4 @ 8'-6" = 34'-0"
FUTURE BUILDING - PHASE II
ARBUTUS UNEDO
STRAWBERRY
12 COMPACT CARS
31 REGULAR CARS
43 TOTAL THIS LEVEL
AUTO RAMP DN.
OPEN TO BELOW
RELOCATED EXISTING TREES
19'-4"
EXISTING BUILDING - PHASE I
9 @ 8'-6" = 76'-6"
LAURUS NOBILIS
GRECIAN LAUREL
PROPERTY LINES
NEW ENTRY CANOPY
EXISTING TREES TO REMAIN
NORTH
REF. NORTH
SECOND LEVEL PLAN
SC: 1/8" = 1'-0"
REVISIONS
PHASE III
LYTTON-ALMA
PALO ALTO
Hare, Brewer & Kelley, Inc.
305 Lytton Ave
Palo Alto, Ca.
SECOND
LEVEL
CROSBY
THORNTON
MARSHALL
ASSOCIATES
ARCHITECTS
222 KEARNY STREET
SAN FRANCISCO CA
94108 415/788-2887
SHEET NO.
B
24 X

Attachment D

March 5, 2015

Rebecca Atkinson, Planner
City of Palo Alto
Planning and Community Environment Department
250 Hamilton Avenue
Palo Alto, CA 94301

RE: ARB Preliminary Review
130 Lytton Avenue core and shell renovation
Zone: CD-C (P)

PROJECT DESCRIPTION

The existing four story building at 130 Lytton was built in 2 phases, in 1982 and 1983 respectively. With the exception of a minor cosmetic modification in 2004, it remains essentially as originally constructed. The property owner seeks to update the building's facades, entry, site, mechanical and elevators without increasing its floor area or changing its current use. The existing parking serving 130 Lytton is provided beneath the building, on the adjacent property through a long-term lease, and through a parking district assessment. No change is proposed to the existing parking.

As the building was constructed in two phases, the structural systems differ. The structural system of the larger first phase fronting on Lytton Avenue is all concrete, with post-tensioned floors and roof slabs. The second smaller phase fronting Alma Street is a steel moment frame structural system with lightweight concrete decks. The 2 phases are separated with a large seismic joint between them.

Because of the challenges associated with modifying post-tensioned slabs, and particularly in doing so in an occupied building, significant design effort has been focused on minimizing slab cutting in the post-tensioned portion of the building.

PROJECT GOALS:

- Maintain as fully parked project
- Maintain existing use
- Maintain existing building structural system
- Improve exterior wall thermal, energy and acoustic performance
- Improve building's relationship to street:
  - Increase ground floor glazing
  - Improve landscaping and pedestrian lighting
- Enhance pedestrian experience
- Enhance and define building entrance
- Improve seating, lighting and landscape at Alma/Lytton corner
- Renovate and regularize facades
- Break down scale/proportions of the glazing system
- Reduce building mass and FAR
- Activate street-facing facades and roof with people:
  - Terraces and balconies on 2nd 3rd and 4th floors
  - Roof terrace with retractable shade system
- Replace HVAC systems and upgrade elevator

The project (Option 1) was presented at an initial Community meeting held on January 13th at the Avenidas. A number of community comments were brought forth at the meeting. The summary of those community comments are as follows:

1. Current building entry is in a poor location. Consider an entrance on Alma Street.
2. Focus on activating the ground floor experience.
3. Consider improving the area around the garage vent at the corner of Lytton and Alma to make it more attractive and less utility-like.
4. Consider keeping existing High Street balcony projections which maintains view privacy for the residents facing that façade.

In considering the community comments listed above, the design team has made modifications to Option 1 and developed two (2) new designs (Option 2 and Option 3) to bring forth for discussion at the preliminary ARB meeting. All 3 Options described in each category below incorporate revisions responding to the Community and address several key elements of the building.

Building Entry

Existing Building: The existing building entry is recessed more than 30 feet back from the Lytton Avenue sidewalk; an entry canopy added in 2004 marks the location, but the canopy's design doesn't relate to the building's materials or forms.

Option 1: To create an improved sense of arrival, a new 2-story high entry element is proposed whose proportions and material palette clearly tie the entry to the proposed building façade improvements on Lytton Avenue. Both scale and materials help to emphasize the entry for the building. The proposed massing is almost all within the existing building envelope.

Option 2: Create a new 2 story high entry building entry at the corner of Lytton and Alma, to emphasize the sense arrival and to improve the pedestrian's relationship with the ground floor. The massing of the new entry creates a 2-story building "base" which is in scale with the city fabric along Alma which then steps back on the 3rd and 4th floors. Pedestrian seating and new bicycle parking is provided. The proposed massing modifies the existing building envelope.

Option 3: Similar to Option 2 but with more prominent integration along Alma.

Lytton Avenue Facade

Existing Building: The building's Lytton Avenue facade currently presents a recessed flat wall at the pedestrian level, topped with three story mass arranged in a projecting saw-tooth pattern that overhangs the sidewalk and the pedestrian. Existing 3 story curtain wall window systems here accentuate the vertical impression of this cantilevered façade. At grade, tall planting and closed blinds have compensated for the awkward relationship of the depressed first floor from the city sidewalk, as a solution to prevent direct viewing into the offices from the sidewalk, making for and uninviting experience along Lytton.

Option 1: The ground floor will receive a series of columns to ground the upper floors and provide a more dynamic experience at the pedestrian level. An increased amount of new glazing will be installed in a pattern of vertical and horizontal breaks that is more human-scaled. Appropriate landscaping will be installed as to not block the glazing.

The proposed Lytton elevation of the upper floors removes the saw-tooth projections, regularizes the proportions and quiets the facade while allowing for massing step backs

and balconies on the third and fourth floors. This will further accentuate a reduced and more human scale massing at the street face. The usable balconies will activate the elevation with people and provide an opportunity for a better visual connection to the pedestrian street experience. The existing window systems throughout the project are to be replaced with high performance, low-e glazing units, thereby improving the energy efficiency of the building. The proposed massing is almost all within the existing building envelope.

Option 2: Same as the improvements described in Option 1, except that the old entry, while still needed for building exiting, is downplayed and becomes a minor element which integrates with the proposed façade.

Option 3: Same as the improvements described in Option 2.

Alma Street Facade

Existing Building: Along Alma Street, the existing building displays larger scaled angled massing, with several austere blank faces in contrast with large expanses of curtain wall glazing. At the Phase II building, angled 2-story massing the back of sidewalk creates a series of internal and external inefficient spaces. The existing large Canary pines adjacent to the building are located in a narrow strip of soil between the underground parking garage and the sidewalk, and have been limbed over the years to the point that they have become top heavy.

Option 1: The 2-story angled massing adjacent to the residential neighbors of Abitare has been made orthogonal to the street and its massing has been pulled back from the interior of the sidewalk. The second floor massing has been removed here to create an outdoor terrace; the large wall at the neighbor's property line has been cut back and reduced in scale. The remaining exterior windows will be replaced with new energy efficient glazing. The proposed massing is almost all within the existing building envelope.

New landscaping is proposed along the entire area between the building and the Alma Street sidewalk. Two new onsite specimen trees are proposed in raised planter boxes strategically located to receive sunlight between the canopies of the existing street trees. The existing sheared hedge along the property line will be removed and replaced with an updated plant palette to soften the Alma Street sidewalk edge.

Option 2: Similar to Option 1 with the addition of a new set of doors at the corner entry facing Alma Street and added bicycle parking integrated with the Landscape improvements.

Option 3: Also similar to Option 1 with the addition of a new Alma street entry at the corner that transitions further down the Alma façade, providing more outdoor terraces and balconies near the corner. Added seating and bicycle parking near the entry further enhance the pedestrian experience.

Northeast (High Street) Facade

Existing Building: Overlooking the adjacent parking garage, the existing façade contains angled projections and balconies that emphasize the vertical massing and create awkward spaces that do not relate well to the other elevations. Interior spaces at these areas are inefficient, and in the case of the north facing balconies, are dark, uncomfortable and unusable.

Option 1: Retains the existing balcony forms that are nearest to the residential neighbors, but encloses them with windows, creating internal usable space. This space (FAR) is balanced with the other proposed improvements to create a FAR neutral building (no new added FAR). Keeping the balcony massing also alleviates the sightline concerns of the neighboring residences. The triangular massing is eliminated at the 2 upper floors helping to organize the façade and balance the FAR.

The ribbon windows are replaced with punched openings with new energy efficient glazing to help continue the rhythm and scale from the Lytton façade. The proposed massing is almost all within the existing building envelope.

Option 2: Similar to improvements described in Option 1, with except triangular massing is eliminated at 3 floors.

Option 3: Similar to improvements described in Option 2.

Alma/Lytton Corner

Existing Building: The garage exhaust vent is currently located at the corner of Alma Street and Lytton Avenue. The area was updated in 2004 to include seating and a canopy, but the location of the exhaust enclosure still creates a visual barrier at the heavily trafficked intersection, and the seating layout does not foster interaction.

Option 1: Given the existing angled building wall at the corner, a more pedestrian friendly treatment of the corner is proposed. The garage exhaust will be relocated to be integrated with the building face along Lytton Avenue, freeing up space at the corner to allow more freedom of movement for the many pedestrians that traverse the Lytton corridor to and from the Caltrain station every day.

A new seat wall oriented on angle towards the corner will replace the current seating arrangement, while an overhead canopy will offer passers-by protection from the elements and create a place to pause. Dark-sky lighting and new landscaping will be incorporated to create a safe and attractive environment. The proposed massing is almost all within the existing building envelope.

Option 2: The building's primary entry is located orthogonally to address both Lytton and Alma. The new 2 story mass relates to the Lytton façade improvements in both materials and proportions while the existing corner garage exhaust vent is relocated and integrated into the Lytton facade. An internal ramp along Lytton links the depressed ground floor with the street level lobby and activates the facade. The 2 story mass creates a sense of a building base and allows for a small 3rd floor patio overlooking the corner. The proposed massing modifies the existing building envelope.

Option 3: Creates an alternate new 2-story high primary building entry at the Lytton/Alma corner. In this option, materials and proportions more strongly tie the new entry to the proposed improvements on Lytton Avenue and Alma Street. The defined entry roof helps to connect more strongly to the Alma elevation and affords opportunities for terraces to activate the street experience. New pedestrian seating and bicycle parking is provided to activate the corner. The proposed massing modifies the existing building envelope.

Rooftop and Roof Terrace

Existing Building: The existing building currently has a stair enclosure to the roof. In addition, there is a full height mechanical enclosure to house the elevator overhead traction equipment. 2 large, outdated and inefficient HVAC units currently provide cooling for the building behind an existing mechanical screen.

Option 1: To further activate the Alma Street frontage, a roof terrace is proposed with a sculptural open stair that connects down to the existing fourth floor terrace. A retractable fabric canopy will provide sun protection during the hottest times of day. The proposed roof terrace is set back from Alma and Lytton, and located to prevent views into the neighboring residential condominium complex, orienting views instead towards Alma Street and the hills beyond.

The building's entire HVAC system will be replaced with a more efficient system with smaller roof top equipment as part of the overall building upgrade. A new egress stair, serving the roof, will be set inboard or the roof terrace and will not be visible from the

ground level. New code compliant elevators are being proposed to replace the existing ones and are proposed to serve the roof at the existing mechanical enclosure. The proposed massing modifies the existing building envelope.

Option 2: Similar to proposed Option 1

Option 3: Similar to proposed Option 1

Downtown Urban Design Guidelines

Located at the junction of the Alma Street District and the Lytton Avenue District, the existing building design must respond to both heavy vehicular traffic and Caltrain, combined with the steady flow of pedestrians entering downtown from the train via Lytton Avenue.

All 3 options of the proposed project supports the Downtown Urban Design Guidelines along Lytton Avenue by providing an enhancing the design of the corner element, creating a stronger sense of entry to the district.

Along Alma Street, all 3 options of the proposed project address the guidelines by maintaining the appearance of multiple structural bays to humanize the streetscape and providing landscaping and terraces along Alma Street to mitigate the building mass.

Pedestrian Combining District

The purpose of the pedestrian combining district is to "foster the community of retail stores and display windows and to avoid a monotonous pedestrian environment in order to establish and maintain an economically healthy retail district." While 130 Lytton was originally approved with a 100% office use (see below for discussion of this grandfathered use), all 3 options of the proposed renovation address the pedestrian combining district in a number of ways while remaining appropriate to the building's permitted use.

The series of columns proposed at the ground floor along Lytton Avenue serve to ground the upper floors, providing rhythm to the facade, in contrast to the existing flat facade and cantilevered upper floors. The pedestrian scale will be further enhanced by the finer-grained glazing pattern proposed at the ground floor, and the building's entry will be transformed from a dark alley-like area to a more transparent and vibrant lobby space.

Along Alma Street, additional glazing is proposed to reduce the number of blank walls and provide more transparency that, in conjunction with a series of new balconies and terraces will create a more dynamic connection to the street, supporting a more vibrant pedestrian experience.

While the existing footprint of the building does not lend itself well to providing pedestrian arcades, the proposed terraces, sheltered seating and bicycle parking at the corner of Alma Street and Lytton Avenue represent significant enhancements to the pedestrian experience. The proposed corner entries in Options 2 and 3 are further improvements in engaging and welcoming the community to 130 Lytton.

Grandfathered Use

The building was constructed prior to the creation of the CD zoning district, and was therefore subject to less stringent use, FAR, setback, and daylight plane regulations than those that would currently apply to a new building in this location. It has been continuously occupied with an office use since its completion.

Zoning Ordinance Section 18.18.120(a) states that:

(1) The following uses and facilities may remain as grandfathered uses, and shall not require a conditional use permit or be subject to the provisions of Chapter 18.70:
   (A) Any use which was being conducted on August 28, 1986; or
   (B) Any use not being conducted on August 28, 1986, if the use was temporarily discontinued due to a vacancy of 6 months or less before August 28, 1986; or
   (C) Any office use existing on April 16, 1990 on a property zoned CD and GF combining, which also existed as a lawful conforming use prior to August 28, 1986, notwithstanding any intervening conforming use.

Floor Area Ratio

No additional floor area is proposed in any of the 3 options shown in this Preliminary Submittal. Sheet 1.4 details the areas from which floor area is to be removed to account for the proposed voids that we propose to infill. Note that no basement floor area is proposed for transfer to above-grade locations; the overall above grade floor area will in fact be reduced by approximately 32.5 sf in Option 1, 142.5 sf in Option 2 and 175 sf in Option 3.

DISCUSSION TOPICS

Envelope:

We would like to hear the ARB's feedback to the modifications to the existing building envelope. Sheet 1.6 illustrates both the extent of the existing envelope and the proposed envelope modifications to support each of the Options.

Building Entry:

We would like to hear the ARB's feedback with regards to the development of the existing side entry on Lytton Avenue versus the design of a new, more visible and appropriately scaled main building entry at the corner of Lytton and Alma.

DEE Requests

1. Given the fact that the offices at 130 Lytton are a grandfathered use, we would like to hear the ARB's feedback regarding the request of a DEE for modifications to the existing building envelope. We have illustrated the extent of the proposed envelope modifications for each of the Options on Sheet 1.6. All modifications of envelope are achieved by balancing small square footage moves to existing above grade area (see sheets 1.4 and 1.5). All relocated area is within the allowable building area defined in Section 18.18.060 Table 2 for the Lytton, Alma and High facades.

   We propose that the minor expansions of the existing envelope achieve a more open and inviting building, an enhanced pedestrian experience and a significant improvement to providing an updated gateway to the Lytton Avenue district.

2. We would also like to hear feedback from the ARB on the proposed DEE to allow the roof terrace, including the extension of the elevator penthouse by 1 foot and a 2nd exit stair to the roof from the 4th floor to serve the roof terrace.

We believe that the proposed modifications are consistent with the intent of the regulations regarding grandfathered facilities, but would like to hear the ARB's opinion on the topic before we proceed with a formal application.

Thank you for considering this application; we look forward to presenting the proposed building improvements to the Board and hearing your comments.

Sincerely,

Fergus Garber Young Architects

Heather Young, Principal

Attachments: Community Meeting Notes - Jan 13, 2015