# Architectural Review Board
## Staff Report (ID # 9876)

**Report Type:** Action Items **Meeting Date:** 2/7/2019

**Summary Title:** 190 Channing Avenue: Mixed Use Residential and Office in SOFA 2 CAP (1st formal)

**Title:** PUBLIC HEARING / QUASI-JUDICIAL. 190 Channing Avenue [18PLN-00043]: Recommendation on Applicant's Request for Approval of a Major Architectural Review to Allow the Demolition of an Existing 1,951 Square Foot Office Building and the Construction of a new three-Story 8,769 Square Foot Office / Residential Mixed-Use Building. Environmental Assessment: The Project is Exempt from the Provisions of the California Environmental Quality Act (CEQA) Pursuant to CEQA Guidelines Section 15332 (In-Fill Development). Zoning District: RT-35 (Residential Transition Zone District in the South of Forest Area Phase 2 Coordinated Area Plan). For More Information Contact the Project Planner Claire Hodgkins at claire.hodgkins@cityofpaloalto.org

**From:** Jonathan Lait

## Recommendation

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

1. Recommend approval of the proposed project to the Director of Planning and Community Environment based on findings and subject to conditions of approval included in Attachments B and C, respectively.

## Report Summary

**The applicant is proposing a three story mixed-use project with a basement within the boundaries of the South of Forest Area Coordinated Area Plan Phase 2 (SOFA 2 CAP). The project would replace a small single-story building currently used as an office with a new mixed-use office and residential building. The project is subject to architectural review findings and compliance with the performance standards identified in the Coordinated Area**

City of Palo Alto
Planning & Community Environment
250 Hamilton Avenue
Palo Alto, CA 94301
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**Plan. As designed, the project meets the applicable zoning requirements. The Board is encouraged to review the project's proposed open space on the site, which may require further refinement.**

**Draft findings and conditions are included with this report, including a special project condition to require additional testing of the site to determine whether there are any elevated levels of volatile materials within the soil or soil vapor and if present, to remediate or mitigate for this contaminant.**

## Background

Project Information

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|---|---|
| Owner: | Cole Dawson |
| Architect: | Ken Hayes, Hayes Group Architects |
| Representative: | Ken Hayes |
| Legal Counsel: | Not Applicable |

Property Information

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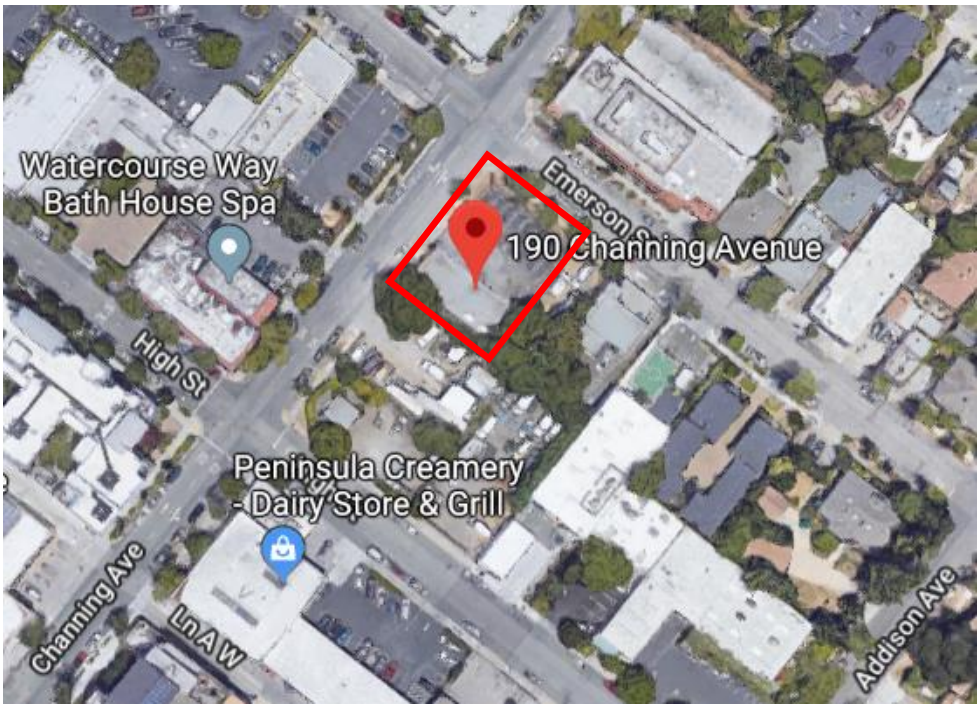
| Address: | 190 Channing Avenue |
| Neighborhood: | University South |
| Lot Dimensions & Area: | 76.2 sf x 100.2 sf; 7,625 square feet |
| Housing Inventory Site: | Yes; Identified as having a realistic yield of five units |
| Located w/in a Plume: | Not Applicable |
| Protected/Heritage Trees: | One protected Oak tree on adjacent property to be preserved; six regulated street trees to be replaced. |
| Historic Resource(s): | Not Applicable |
| Existing Improvement(s): | 1,951 square feet; single-story; built in 1976 |
| Existing Land Use(s): | General Business Office |
| Adjacent Land Uses & Zoning: | North: Jewish community center (RT-35 Zoning)<br>West: Dentist Office; Bathhouse Spa (RT-35 Zoning; PC-4779 Zoning approximately 150 feet southwest)<br>East: Vacant; dry cleaners (RT-35 Zoning; R-2 Zoning approximately 130 feet southeast)<br>South: Vacant/Parking Lot for Peninsula Creamery Milkman trucks; (RT-35 Zoning) |

Aerial View of Property:




*Source: Google Maps*

Land Use Designation & Applicable Plans

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|---|---|
| Zoning Designation: | RT-35 (Residential Transition) |
| Comp. Plan Designation: | SOFA 2 CAP (South of Forest Area II Coordinated Area Plan) |
| Context-Based Design Criteria: | Not Applicable |
| Downtown Urban Design Guide: | Not Applicable |
| South of Forest Avenue Coordinated Area Plan: | Applicable; See discussion below |
| Baylands Master Plan: | Not Applicable |
| El Camino Real Design Guidelines (1976 / 2002): | Not Applicable |
| Proximity to Residential Uses or Districts (150'): | Yes; multi-family use approximately 130 feet southeast |
| Located w/in the Airport Influence Area: | Not Applicable |

Prior City Reviews & Action

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|---|---|
| City Council: | None |
| PTC: | None |
| HRB: | None |
| ARB: | A preliminary hearing for the project was held on June 16, 2016. Staff Report: https://tinyurl.com/Prelim-SR-190-Channing |

Minutes: https://tinyurl.com/Prelim-Minutes-190-Channing
Video: https://tinyurl.com/Prelim-Video-190-Channing

## Project Description

The project includes demolition of the existing office building and surface parking lot and would replace it with an 8,681 square foot (sf), three-story, mixed-use building that includes two office units on the ground floor and four residential units above. Parking would be provided below grade and accessed via an ingress/egress ramp on Emerson Street. Pedestrian access to the two proposed office units as well as the residential units is provided along Channing Avenue. The building is proposed to be 35 feet tall with mechanical equipment extending to a height of 38 feet. The project would replace all street trees within the public right-of-way adjacent the property, many of which are in poor condition, and improves the planting strips to allow for better growth of the new trees. A small patio area, planters, and short-term bicycle parking are provided in the southwestern corner of the site adjacent the large oak tree on the neighboring property. This adjacent oak tree would be preserved. Planters are provided along the Channing and Emerson frontages and a bench is provided along Channing. The ground floor office spaces have floor to ceiling windows along most of the two frontages, encouraging views in. The applicant's project description is included in Attachment G and the project plans are included in Attachment I.

The applicant has also filed a Vesting Tentative Map that will be reviewed by the Planning and Transportation Commission and City Council.

Requested Entitlements, Findings and Purview:

The following discretionary applications are being requested:

- Coordinated Development Permit: New development governed by a coordinated area plan (CAP) requires a Coordinated Development Permit. For SOFA CAP Phase 2 this review process closely resembles the City's Architecture Review process. Specifically, projects in the SOFA 2 area are subject to review by the ARB in a manner that is consistent with this Board's review of any other project. Applications are reviewed by the ARB and recommendations are forwarded to the Planning & Community Environment Director for action within five business days of the Board's recommendation. Action by the Director is appealable to the City Council if filed within 14 days of the decision. These projects are evaluated against specific findings. All findings must be made in the affirmative to approve the project. Failure to make any one finding requires project redesign or denial. The findings to approve a CDP application are provided in Attachment B.
- Vesting Tentative Map: The process for evaluating this type of application is set forth in Title 21 of the Palo Alto Municipal Code (PAMC) and California Government Code 66474. The process for approval of a Vesting Tentative Map for a subdivision is outlined in PAMC Sections 21.12.010 and 21.13.020. Vesting Tentative maps require Planning and Transportation Commission (PTC) review. The PTC reviews whether the amended subdivision is consistent with the Subdivision Map Act (in particular Government Code

66474), Title 21 of the Palo Alto Municipal Code, the Palo Alto Comprehensive Plan, and other applicable provisions of the Palo Alto Municipal Code and State Law. The PTC's recommendation is forwarded to the City Council for final approval. All entitlements must be completed prior to formal review of the Vesting Tentative Map; therefore, the map will be processed separately from this application.

The HRB's role, as it relates to SOFA 2, generally extends to reviewing projects that involve a transfer of development rights, when related to historic rehabilitation; changes to the SOFA 2 historic resources list; the demolition or moving of historic resources; and, alterations and additions to Category 1 and 2 structures (and all structures in a historic district, but there are no districts in SOFA 2). This application does not include any of the triggers for HRB review.

## Analysis[1]

As discussed further below, staff finds the project to be consistent with the Comprehensive Plan and Zoning requirements but would recommend refinements to improve consistency with the performance criteria outlined in the SOFA 2 CAP for projects within the RT-35 zone.

Neighborhood Context

The proposed project site is surrounded by other sites within the RT-35 Zone District and the SOFA 2 CAP. Overall, massing within the vicinity varies. No buildings exist on the immediately abutting lots on either Emerson Street or on Channing Avenue. Most of the other buildings within the immediate vicinity are two-story structures and transition to one-story structures moving away from the site. The closest structures include the Jewish Family and Community Services Center across the street, which ranges from 29 feet to 34 feet in height; Emerson Cleaners, which is approximately 21 feet tall, and the medical/dental office, which is approximately 24 feet tall.

New buildings within the SOFA 2 CAP are required to be compatible with the existing area. In accordance with Section 4.010(a) "compatibility is achieved when the apparent scale and mass of new buildings is consistent with that existing in the neighborhood, and when new construction shares general characteristics and establishes design linkages with surrounding existing buildings so that the visual unity of the street is maintained." The massing and scale of the project at 35 feet is similar to other adjacent buildings, which range from 21 to 34 feet, and is consistent with the height requirements of the RT-35 zone district.

The Watercourse Way building located at 165 Channing Avenue is identified as a Category 4 Historic Building and is the only historic building within the immediate vicinity of the site. The building is located approximately 100 feet from the project site on the opposite side of

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

Channing Avenue. The proposed project is an improvement in comparison to the existing condition of the project site and adds to the pedestrian environment by providing landscaping, seating, and other amenities along the frontage to replace the existing chain link fence. It is compatible in scale with the existing two story historic building at 165 Channing.

Consistency with the Comprehensive Plan, Area Plans and Guidelines[2]

The Comprehensive Plan includes Goals, Policies, and Programs that guide the physical form of the City and provides the basis for the City's development regulations. ARB Finding #1 requires that the design be consistent and compatible with applicable elements of the Palo Alto Comprehensive Plan. The proposed project is located within the boundaries of the SOFA 2 Coordinated Area Plan; accordingly, the Comprehensive Plan land use designation for the project site is SOFA 2 CAP.

The SOFA 2 CAP anticipated that the residential transition districts in SOFA 2 would become much more of a mixed use area with substantial residential development next to, or combined with, office and commercial uses. Therefore, the proposed use of the site for a mixed-use project with office and residential units is consistent with the land use designation for this site.

A detailed review of the project's consistency with the Comprehensive Plan is provided in Attachment B. The project is consistent with most elements of the Comprehensive Plan; however, staff notes that the project site is identified in the City's Housing Element as a Housing Opportunity site with a potential maximum yield of six (6) units and a realistic capacity of five (5) dwelling units. The project proposes four units, which is less than the realistic capacity for the site.

That said, it should be noted that mixed-uses are also encouraged in this area, and the ground floor office space impacts the total realistic housing capacity of the site. Although the third floor could accommodate more than one unit, the additional unit(s) would require more parking on the site. The applicant is already requesting an adjustment to allow for shared-use parking due to the small size of the lot. Therefore, although one less unit is identified, the addition of four units and improvements to the ground floor office space are consistent with the goals and policies outlined in the Comprehensive Plan.

Zoning Compliance[3]

The site is zoned RT-35 by the SOFA 2 CAP. The RT-35 district is intended to promote the continuation of mixed use, walkable, areas with a wealth of older buildings. The proposed mixed-use project with residential and office uses is a permitted use within the RT-35 Zone. It should be noted that the original design included a mix of retail and office on the ground floor with residential above. During the preliminary ARB hearing, several members of the board expressed concerns about the proposed retail use at the site. Preservation of the retail use is no

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

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

longer required under the Ground Floor Retail Preservation Ordinance, as discussed further below; therefore, retail use is no longer planned for the site.

A detailed review of the proposed project's consistency with applicable zoning standards has been performed. A summary table is provided in Attachment D. The proposed project complies with all applicable codes or is seeking through the requested permits permission to deviate from certain code standards in a manner that is consistent with the Zoning Ordinance and the SOFA 2 Coordinated Area Plan.

*Setbacks*

The SOFA 2 CAP prescribes setbacks for mixed use projects, with each use having a distinct setback requirement. Mixed use projects may have a 15 foot setback from property lines or may be up to the property line along any/all of the lot lines so long as the Director determines, after ARB review, that the project is consistent with the established building pattern in the area. Sheet A0.5 of the project plans shows the established building pattern within the project area, which typically includes small or no setbacks from the front and street side yards. Setbacks from rear lot lines vary, with several adjacent buildings having no setback from the rear lot line and others with up to a 41 foot setback. Typically, the interior side yard setback is greater than 15 feet. The proposed project includes small setbacks from the street, reinforcing the pedestrian environment, similar to other established buildings in the area. However, on the interior side yard the project includes a greater setback, consistent with general development pattern. Therefore, staff finds the project to be consistent with the RT-35 setback requirements for mixed-use projects, subject to ARB review and Director approval.

The SOFA 2 CAP establishes setbacks for residential uses located on upper floors of mixed use projects when they are located adjacent to residential uses. The proposed project is not subject to those setback standards because it is not located adjacent to other property zoned for strictly residential purposes. Therefore, the setback of the residential uses on the second and third floors is consistent with SOFA 2 CAP.

*Ground Floor and Balcony Open Space*

The proposed project includes open, private balconies for all four of the residences, as well as a shared balcony at the second floor along the Channing Avenue frontage. In addition, ground floor open space is provided for the offices uses. There are several performance standards outlined in the SOFA II CAP related to open space requirements. Specifically, the following performance standards would apply to the property:

- Performance standard 5.050(k): "Residential and Mixed Use development shall provide useable private open space in a yard, patio, porch, deck, balcony, french balcony at least two feet in depth, or loggia for each dwelling unit. The type and design of the useable private open space shall be appropriate to the architectural character of the building, and shall consider dimensions, solar access, wind protection, views, and privacy."
- Performance standard 5.050(l): "Residential and Mixed Use development in the RT-35 and RT-50 zones shall provide common useable open space. The design of the common

useable open space shall be suitable for a variety of user groups, including families with children. The common useable open space shall be intentionally designed for the use and enjoyment of the residents and as an integrated composition with the building, with particular attention to solar access, protection from wind, visibility both into and from the area, quality and durability of paving and furnishings, and use of appropriate and attractive plant materials."

During the preliminary review, members of the ARB expressed some concerns about the large balconies that were proposed. Since that preliminary review, the applicant has redesigned the project, including the balconies to address these concerns. Though the balconies still seem somewhat large, they are better integrated into the design of the building and do consider solar and wind access, consistent with the performance standards (Standard 5.050[k]). In addition, though the balconies could be better designed to reduce potential views into neighboring properties, the main view of concern would be views toward the interior lot line. Currently the site adjacent to this is vacant and the next lot is a dry cleaners. Therefore, this would not create any immediate privacy concern. Trees are proposed along the interior lot line in order to provide screening to ensure privacy from any future development. The existing oak tree provides screening from the smaller front facing balcony along Channing Avenue.

Staff notes that the ground floor open space, which provides more suitable open space for families than the private or common balconies, is not accessible to the residential units. It would be preferable to have the ground floor open space be open to residents as this would be more consistent with Performance Standard 5.050(I); however, staff acknowledges that significant redesign of the building may be necessary to achieve that, which could negatively affect the design of the project along the streetscape. Staff encourages the ARB provide input on whether minor revisions or additional conditions of approval would be appropriate to better meet this performance criteria.

Tree Preservation

The existing, protected oak tree on the neighboring property is planned to be preserved. During the preliminary review process, the plans proposed a basement that extended out to the property line, within a few feet of the oak tree. Based on staff direction and comments from members of the ARB during the preliminary review process, the basement has been revised and is notched to provide a minimum 10 foot clearance. In addition, the design at grade was revised to set the trash enclosure more than 10 feet from the base of the tree and to remove the courtyard wall that originally enclosed a portion of this open area. All areas within the 10 foot radius of the tree will remain pervious. An arborist report is included in the project plans and outlines requirements for work within the tree protection zone in order to ensure the protection of the tree.

Ground Floor Retail Preservation

At the time of this project's preliminary hearing with the Architectural Review Board, an Urgency Interim Ordinance (Ordinance No. 5325) prohibited the Conversion of Ground Floor Retail and "retail like" uses. Under this Ordinance, the site's use was identified as automotive

service station, which was considered a "retail like" use. Therefore, in the preliminary review, both retail and office uses were proposed on the ground floor. Board members provided several comments about whether a retail use was appropriate at this site and expressed concerns about the use of lifts for retail parking. Under the Ordinance adopted in March 2017 (ordinance No. 5407), which permanently limited ground floor conversion of retail and retail like uses, automobile services stations were removed from the list of "retail like" uses that required preservation. In late 2017, the space was legally converted to an office use. Therefore, the project is not currently subject to the ground floor retail preservation ordinance.

Multi-Modal Access & Parking

The proposed project is consistent with the Pedestrian and Bicycle Master Plan. Specifically, it maintains the sidewalk and improves the pedestrian area with landscaping, a bench, and bicycle parking where no benches or bike parking, only minimal vegetation, and a chain link fence exist. The proposed project would not impact goals to improve bicycle facilities within this area, particularly a potential Class III bike path along Emerson Street.

The project would replace at grade, paved parking with underground parking, which the Comprehensive Plan encourages. Ingress/egress to the underground parking garage would be provided from Emerson Street. Based on the proposed uses (square footage of office and number/type of residential units), the project is anticipated to generate 2 new AM peak hour trips and 3 new PM peak hour trips in comparison to existing conditions. These additional trips would not decrease the levels of service on roadway segments and intersections in the project area and did not warrant the need for a Transportation Impact Analysis to be prepared. A long drive aisle provides sufficient space for queueing to ensure that there would be no back-up on to the street.

The applicant requests a two space shared parking adjustment for shared use between the office and residential uses. Therefore, 17 spaces are proposed instead of 19 spaces. All spaces would be unassigned. Given the transit-oriented nature of the development and the type of development (mixed-use residential/office) this shared parking adjustment seems appropriate and is further encouraged in accordance with Comprehensive Plan Policy L-9.2, "encourage development that creatively integrates parking into the project, including by locating it behind buildings or underground wherever possible, or by providing for shared use of parking areas." A transportation demand management plan is proposed and included in Attachment E.

The applicant proposes that most of these spaces be provided via a lift system. It should be noted that during the preliminary hearing, member of the ARB expressed concern about the use of a lift system for retail uses. The retail use has since been removed from the proposed project. Since that preliminary hearing, the City has also adopted code requirements related to the use of lift systems, which are allowed for office and residential uses. The proposed project complies with the adopted ordinance, which is codified in PAMC Section 18.54.020, Vehicle Parking Facilities.

Consistency with Application Findings

As detailed in Attachment B, staff finds that the project, on balance, is consistent with the findings for Architectural Review, including the Comprehensive Plan, Zoning requirements for the RT-35 Zone District and the performance criteria outlined in the SOFA II CAP. The project includes high quality materials designed to define the two story form of the building and provide a lighter third floor that is set back from the frontage. It retains the protected oak tree and improves the pedestrian environment along both the Channing Avenue and Emerson Street frontages through benches, sitting areas, vegetation, planters, trees, and large windows that provide views in.

## Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. Specifically, the project was found to be exempt from the provisions of CEQA in accordance with CEQA Guidelines Section 15332, exemptions for in-fill projects. A draft of the documented exemption is included in Attachment H, documenting how this project meets the requirements of the Category 32 exemption.

## Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the *Daily Post* on January 25, which is 13 days in advance of the meeting. Postcard mailing occurred on January 28, which is 13 days in advance of the meeting.

Public Comments

As of the writing of this report, one project-related, public comment was received. The public comment is included in Attachment F. The comment indicated concern primarily that the project is not compatible with the adjacent buildings, particularly historic buildings within the area. In addition, during the preliminary review in 2016, a member of the public commented on the height of proposed skylights, which at the time exceeded the height allowance. The commenter also expressed concerns about the use of lift system parking for a retail use, and noted that WaterCourse Way is a historic building and that the project should fit in with that building. The skylights have been revised to conform to the 35’ height limit. All retail has been removed and, as discussed previously in this staff report, the project’s massing, height and setbacks are compatible with existing development within the area, including WaterCourse Way, which is not located immediately adjacent or immediately across the street from the project site.

## Alternative Actions

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

1. Approve the project with modified findings or conditions;
2. Continue the project to a date (un)certain; or

3. Recommend project denial based on revised findings.

**Report Author & Contact Information**
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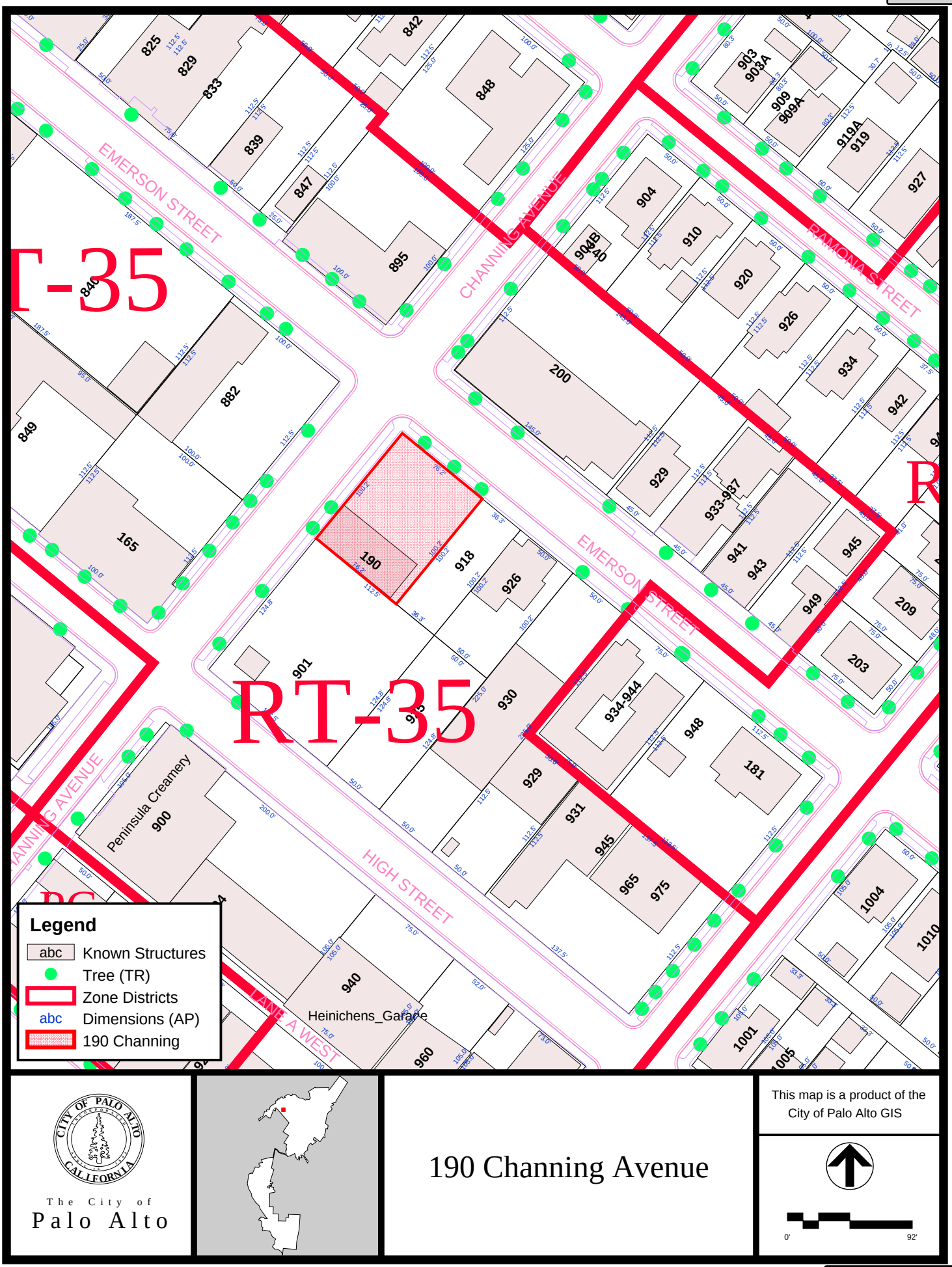
**ARB[4] Liaison & Contact Information**
Jodie Gerhardt, AICP, Planning Manager
(650) 329-2575
jodie.gerhardt@cityofpaloalto.org

**Attachments:**

- Attachment A: Location Map (PDF)
- Attachment B: Draft ARB Findings (DOCX)
- Attachment C: Conditions of Approval (DOCX)
- Attachment D: Zoning Comparison Table (DOCX)
- Attachment E: Transit Demand Management Plan (PDF)
- Attachment F: Public Comment (PDF)
- Attachment G: Applicant's Project Description (PDF)
- Attachment H: Environmental Exemption (DOCX)
- Attachment I: Project Plans (DOCX)

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




The City of Palo Alto

# 190 Channing Avenue

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

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**ATTACHMENT B**
**ARB FINDINGS FOR APPROVAL**
190 Channing Avenue
18PLN-00043

In order for the ARB to make a recommendation of approval, the project must comply with the following Findings for Architectural Review as required in Section 18.76.020 of the PAMC.

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

The existing building on the subject property was historically used as an automobile service station and has been used as an office since 2017. The proposed mixed residential/office use is a permitted use within the RT-35 zone district identified within the South of Forest Area 2 Coordinated Area Plan (SOFA II CAP). The SOFA II CAP, which is also the identified land use designation under the City's Comprehensive Plan, encourages mixed-use development.

The proposed project complies with all development standards outlined within the SOFA II CAP and, on balance, is consistent with the performance standards outlined in the SOFA II CAP, which identify design standards relating to noise, light, open space, and trash service. In accordance with the SOFA II CAP performance standards, the performance criteria outlined in PAMC Section 18.23 would also be applicable to the site. The project is consistent with the performance standards and performance criteria, as outlined in Tables 2 and 3 below. No other design guidelines are applicable to the proposed project. As shown in Table 1, the proposed improvements are consistent with the following Comprehensive Plan goals and policies outlined in the Land Use and Design Element, Transportation Element, and Natural Element, and Housing Element.

**Table 1: Comprehensive Plan Consistency**

| Comp Plan Goals and Policies | How project adheres or does not adhere to Comp Plan |
|---|---|
| The Comprehensive Plan land use designation for the site is SOFA II CAP | Mixed-use development with office or retail uses on the ground floor and residential uses above are encouraged. |
| **Land Use and Community Design Element** | |
| **GOAL L-1:** A compact and resilient city providing residents and visitors with attractive neighborhoods, work places, shopping districts, public facilities and open spaces. | The proposed project is a mixed-use development with a multi-family residential component in a transit-oriented area. This type of development and location encourages a compact City and is consistent with regional strategies to address the interaction of |

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| **Policy L-1.3:** Infill development in the urban service area should be compatible with its surroundings and the overall scale and character of the city to ensure a compact, efficient development pattern. | jobs, housing balance and transportation issues. It would not cause the City to exceed any identified office CAP. The project is designed to be pedestrian friendly, providing residents and visitors with an attractive streetscape and place to work and live. |
| **Policy L-1.9:** Participate in regional strategies to address the interaction of jobs, housing balance and transportation issues. | |
| **Policy L-1.10:** Maintain a citywide cap of 1.7 million new square feet of office/R&D development, exempting medical office uses in the Stanford University Medical Center (SUMC) vicinity. Use January 1, 2015 as the baseline and monitor development towards the cap on an annual basis. Require annual monitoring to assess the effectiveness of development requirements and determine whether the cap and the development requirements should be adjusted. Continue to exempt medical, governmental and institutional uses from the cap on office/R&D development. | |
| **Policy L-1.11:** Hold new development to the highest development standards in order to maintain Palo Alto's livability and achieve the highest quality development with the least impacts. | |
| **Goal L-2:** An enhanced sense of "community" with development designed to foster public life, meet citywide needs and embrace the principals of sustainability | The proposed project includes four additional residential units on a Housing Opportunity Site to help meet the Citywide need for housing. It embraces the principals of sustainability through its transit-oriented location, as a mixed-use development, and as a building that will meet all Green Building Plus Tier 2 requirements. It also substantially improves the pedestrian environment along these frontages in a pedestrian-oriented area of the City, providing improvements to the street trees within this area. The City's Comprehensive plan encourages mixed-use development that includes housing and also encourages the location of employment near transit. |
| **Policy L-2.3:** As a key component of a diverse, inclusive community, allow and encourage a mix of housing types and sizes designed for greater affordability, particularly smaller housing types, such as studios, co-housing, cottages, clustered housing, accessory dwelling units and senior housing. | |
| **Policy L-2.6:** Create opportunities for new mixed use development consisting of housing and retail. | |

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| **Policy L-2.11:** Encourage new development and redevelopment to incorporate greenery and natural features such as green rooftops, pocket parks, plazas and rain gardens. | |
| **Policy L-3.1:** Ensure that new or remodeled structures are compatible with the neighborhood and adjacent structures. | The proposed project is compatible with the immediate neighborhood, providing mixed-use office/residential in an area near transit and near local retail services. The 35 foot tall building is compatible with nearby buildings which range from approximately 21 to 34 feet. The new mixed-use building is a substantial improvement from the existing at-grade parking lot and small office building surrounded by a chain-link fence. Both the office entrances and entrance to the residential units open onto Channing Avenue. The balconies create a sense of habitation and these, combined with small pockets of open areas and vegetation along the frontage, create a relationship with the public street. |
| **Policy L-3.4:** ensure that new multi-family buildings, entries and outdoor spaces are designed and arranged so that each development has a clear relationship to a public street. | |
| **Policy L-5.1:** Foster compact Employment Districts developed in a way that facilitates transit, pedestrian and bicycle travel. Provide mixed uses to reduce the number of auto trips. | The project includes at-grade bicycle parking and substantially improves the pedestrian environment along these frontages in a key connection to the downtown area. It includes mixed-use development and shared parking to reduce auto trips. |
| **GOAL L-6:** Well-designed buildings that create coherent development patterns and enhance city streets and public spaces. | The building is well designed and in keeping with adjacent buildings and uses. It enhances the streetscape in this area. The project is consistent with the Zoning for the RT-35 district and applicable design guidelines, as outlined in the South of Forest Area Coordinated Area Plan for development in this location. |
| **Policy L-6.1:** Promote high-quality design and site planning that is compatible with surrounding development and public spaces. | |
| **Policy L-6.2:** Use the Zoning Ordinance, design review process, design guidelines and Coordinated Area Plans to ensure high quality residential and commercial design and architectural compatibility. | |
| **GOAL L-9:** Attractive, inviting public spaces and streets that enhance the image and character of the city. | The project integrates into the project in an underground garage, replacing an at grade parking lot front Channing Avenue and Emerson Street. It |

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| **Policy L-9.2:** Encourage development that creatively integrates parking into the project, including by locating it behind buildings or underground wherever possible, or by providing for shared use of parking areas. Encourage other alternatives to surface parking lots that minimize the amount of land devoted to parking while still maintaining safe streets, street trees, a vibrant local economy and sufficient parking to meet demand. | includes shared parking, as encouraged by L-9.2 while still providing safe streets and sufficient parking to meet demand. It enhances the streetscape with vegetation and provides amenities such as a bench and bicycle parking, enhancing the public space at this corner lot. It maintains and enhances the sidewalk in this area. |
| **Policy L-9.3:** Treat residential streets as both public ways and neighborhood amenities. Provide and maintain continuous sidewalks, healthy street trees, benches and other amenities that promote walking and "active" transportation. | |
| **Transportation Element** | |
| **Goal T-1**: Create a sustainable transportation system, complemented by a mix of land uses, that emphasizes walking, bicycling, use of public transportation and other methods to reduce GHG emissions and the use of single-occupancy motor vehicles. | With approval of the shared parking for two spaces, the project provides for its auto parking needs. It is transit-oriented and walking and biking distance from a variety of amenities such as grocery stores, retail, and eating and drinking uses. |
| **Program T1.19.1:** Provide facilities that encourage and support bicycling and walking. | |
| **Policy T-3.7**: Encourage pedestrian-friendly design features such as sidewalks, street trees, on-street parking, gathering spaces, gardens, outdoor furniture, art and interesting architectural details. | Although the project includes removal of the existing street trees, these existing trees are mostly in poor or declining conditions. The project would include replacement of all of these street trees and improve the planting areas to allow for proper growth of the new street trees. It also significantly improves the pedestrian environment. |
| **Policy T-3.9:** Support citywide sustainability efforts by preserving and enhancing the tree canopy where feasible within the public right-of-way, consistent with the Urban Forest Management Plan, as amended. | |
| **Program T5.1.1:** Evaluate the need to update parking standards in the municipal code, based on local conditions, different users' needs and baseline parking need. Allow the use of parking lifts for office/R&D and multi-family housing as appropriate. | The project incorporates parking lifts for office and multi-family housing, as encouraged by this Comprehensive Plan policy. It also includes below grade parking and removes an existing at-grade paved parking lot while still ensuring that proper landscaping is provided along the frontage and that |

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| **Policy T-5.6:** Strongly encourage the use of below-grade or structured parking, and explore mechanized parking instead of surface parking for new developments of all types while minimizing negative impacts including on groundwater and landscaping where feasible. | the underground garage is designed around the existing protected oak tree, which would be preserved. |
| **Natural Environment Element** | |
| **Policy N-2.10**: Preserve and protect Regulated Trees, such as native oaks and other significant trees, on public and private property, including landscape trees approved as part of a development review process and consider strategies for expanding tree protection in Palo Alto | The proposed project includes protection of the existing oak tree on the neighboring property. The underground basement has been revised to provide more space between the tree and the underground garage. In addition, the current design includes permeable surfaces within the vicinity of this tree. It should be noted that the existing building is built up to the property line immediately adjacent to this tree. Therefore, having this permeable area immediately adjacent the tree in lieu of the existing building is an improvement from existing conditions. |
| **Housing Element** | |
| **Program H2.1.2:** Allow increased residential densities and mixed use development only where adequate urban services and amenities, including roadway capacity, are available.<br>**Policy H2.2:** Continue to support the redevelopment of suitable lands for mixed uses containing housing to encourage compact, infill development. Optimize the use of existing urban services, and support transit use.<br>**Program H2.2.3:** Use coordinated area plans and other tools to develop regulations that support the development of housing above and among commercial uses. | The Housing Element strongly encourages the development of housing in transit rich locations, especially on underdeveloped sites. The Housing Element also identifies this site as a housing opportunity site.<br><br>The proposed project implements the SOFA 2 CAP, which encourages mixed use buildings that include housing. The existing office use would be replaced with mixed-use office/residential building in a transit rich location, consistent with the Housing Element. |

| **Table 2: SOFA 2 CAP Performance Standards Consistency** | |
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| **5.050 (a) PAMC Performance Standards**<br>Residential, non-residential and mixed-use projects shall comply with PAMC Chapter 18.64. | The performance standards that were previously outlined in PAMC Section 18.64 were revised and are now reflected in PAMC Section 18.23, Performance Criteria, in accordance with Ordinance 4933. |

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| **5.050 (b) Noises, Odors, and Clutter:** Noises, odors, and clutter shall be screened effectively from streets and adjacent properties. | There is nothing proposed as part of this project that would result in noises, odor, or clutter being visible from the public right-of-way or adjacent properties. |
| **5.050(c) Trash and Service Equipment**<br>Trash and service equipment, including but not limited to satellite receiving dishes, dumpsters, recycling containers, and air conditioning units, shall be located on the rear of buildings or otherwise out of public view and shall be enclosed or screened with 100% opaque materials around all sides, including landscaping where permissible. | The trash and recycling enclosure is screened from public view at the rear of the property and set back from the side property line, yet still accessible for service pick-up. |
| **5.050(d) Trash Recycling Areas:** Trash recycling areas and similar offensive areas shall be entirely enclosed (top and sides) and screened with 100% opaque materials when located adjacent to or in close proximity to existing residential uses, proposed residential uses, and residentially zoned properties. | The trash recycling area is entirely enclosed and screened. Though it is not adjacent to any existing residential uses, adjacent sites are zoned to allow for residential uses and could eventually be developed for residential or mixed-use residential purposes. |
| **5.050(e) Reduction of Noise and Visual Impacts:** New commercial and mixed-use projects, including such noise generating uses as vehicle, automobile repair, automobile service station, and transportation centers, shall be designed to reduce potential noise and visual impacts on adjacent uses with particular attention to existing residential uses. | There are no existing residential uses within the immediate vicinity of the project and the project does not include operational activities that would generate more extensive noise, such as an automobile service station, automobile repair, or transportation center. Noise from project operations would be typical of small multi-family residential uses and a small office use and are not anticipated to be impactful on existing uses within the vicinity or potential future uses within the vicinity, even if residential uses were to be proposed. |
| **5.050(f) Reduction of External Noise Impacts**<br>All new development or substantial remodeling of existing uses, which might be impacted by such uses shall incorporate design features to minimize potential impacts from noise producing uses on future building tenants and users. | The project design would include a stacker parking system and HVAC equipment that would generate noise. The stacker parking system is completely enclosed within the underground garage and would not result in noise impacts on adjacent properties. All HVAC equipment would be required to meet code requirements, including restrictions on the noise level and placement of such equipment to ensure compliance with Title 9 of the PAMC. |

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| **5.050(g) Storage Yards:** All commercial uses with outside service or storage yards, including vehicle storage yards, shall provide attractive, opaque screening around the entire perimeter of these yards. Screening shall include dense landscaping in combination with an opaque fence if feasible. | This is not applicable to the proposed project. Regardless, the project still includes a wall along the perimeter landscaping to provide privacy between parcels for the rear open space area. Landscaping is also provided along the perimeter. |
| **5.050(h) Elimination of Odors and Fumes**<br>All uses producing strong odors and fumes, which can be detected from off or adjacent to the property shall install equipment or containment areas in order to eliminate such detectable odors and fumes. | The project does not include a use that is anticipated to generate any detectable odors or fumes that could be detected from off or adjacent to the property (e.g. a restaurant or industrial use). Standard trash, compost, and recycling carts would be provided and an enclosure would be constructed to house these. |
| **5.050(i) Light Sources**<br>Interior and exterior light sources shall be shielded in such a manner as to prevent visibility of the light sources and to eliminate glare and light spillover beyond the perimeter of the development. | The proposed project includes both interior and exterior lighting. The photometric study provided on Sheet A2.5 shows that there would be minimal lighting for the public right-of-way (small walkway lights at a maximum of .29 foot-candles). In most cases lighting would not extend beyond the property line. Staff notes that the extensive windows on the second and third floors are not anticipated to result in light spillover or glare; however the lighting for these interior spaces would make these spaces more visible to areas outside of the property line. |
| **5.050(j) Prohibition of Nuisance**<br>All uses, whether permitted or conditional, shall be conducted in such a manner as to preclude any nuisance, hazard, or commonly recognized offensive conditions or characteristics, including creation or emission of dust, gas, smoke, noise, fumes, odors, vibrations, particulate matter, chemical compounds, electrical disturbance, humidity, heat, cold, glare, or night illumination. Prior to issuance of a building permit or occupancy permit, or at any other time, the chief building official may require evidence that adequate controls, measures, or devices have been provided to insure and protect the public interest, health, comfort, convenience, safety, and general welfare from such nuisance, hazard, or offensive condition. | There are no anticipated uses on the site that would result in nuisances or hazards that would impact the public interest, health, comfort, convenience, safety, and general welfare from such nuisance, hazard, or offensive condition. |

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| **5.050(k) Private Useable Open Space**<br>Residential and Mixed Use development shall provide useable private open space in a yard, patio, porch, deck, balcony, French balcony at least two feet in depth, or loggia for each dwelling unit. The type and design of the useable private open space shall be appropriate to the architectural character of the building, and shall consider dimensions, solar access, wind protection, views, and privacy. Notwithstanding PAMC Section 18.04.030 (65)(A), loggias up to 80 square feet per dwelling unit shall be excluded from gross floor area. Spaces enclosed with windows are not open space. | The proposed project includes extensive private open space in the form of both ground floor open space and balconies. The proposed private balconies are desirable open space that considers dimensions, solar access, wind protection, views, and fit in with the architectural character of the building. However, the balconies along the side lot line and facing Emerson Street do tend to provide more sweeping views into the neighboring property along Emerson. However, the balcony along the interior side lot line is set back and tall landscape screening is provided to screen views. Currently the adjacent property is not developed and therefore impacts would be minimal. No balconies are provided along the rear lot line where a potential multi-family residential project is proposed. |
| **5.050(l) Common Useable Open Space**<br>Residential and Mixed Use development in the RT-35 and RT-50 zones shall provide common useable open space. The design of the common useable open space shall be suitable for a variety of user groups, including families with children. The common useable open space shall be intentionally designed for the use and enjoyment of the residents and as an integrated composition with the building, with particular attention to solar access, protection from wind, visibility both into and from the area, quality and durability of paving and furnishings, and use of appropriate and attractive plant materials. The size and dimensions of the common open space(s) shall be adequate and suitable for the number of units served by the open space(s). | The proposed project is located within the RT-35 Zone district and provides common useable open space. The common useable open space is intentionally designed for the use and enjoyment of the residents and as an integrated composition with the building, with attention to solar access, protection from wind, and visibility into and from the area. It would be more desirable of the ground floor open space area were available for common use, rather than private use for the office tenant. However, on balance, staff finds the project to be consistent with this performance standard. |

| **Table 3: Performance Criteria Consistency** | |
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| **Performance Criteria** | **Project Consistency** |
| **18.23.020 Trash Disposal and Recycling** | |
| Assure that development provides adequate and accessible interior areas or exterior enclosures for the storage of trash and recyclable materials in appropriate containers, and that trash disposal and | The project provides an enclosed trash facility that will be shared between each of the uses occupying the building. There are no abutting residences. |

| Table 3: Performance Criteria Consistency | |
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| **Performance Criteria** | **Project Consistency** |
| recycling areas are located as far from abutting residences as is reasonably possible. | |
| **18.23.030 Lighting** | |
| To minimize the visual impacts of lighting on abutting or nearby residential sites and from adjacent roadways. | There are no existing residential sites abutting or nearby the subject property. Regardless, the photometric study included in the project plans shows that lighting would be not be impactful at the property line. Only minimal small pathway lighting would be visible outside the property line along the frontage to provide lighting for the safe passage of pedestrians within the vicinity of the project site. |
| **18.23.040 Late Night Uses and Activities** | |
| The purpose is to restrict retail or service commercial businesses abutting (either directly or across the street) or within 50 feet of residentially zoned properties or properties with existing residential uses located within nonresidential zones, with operations or activities between the hours of 10:00 p.m. and 6:00 a.m. Operations subject to this code may include, but are not limited to, deliveries, parking lot and sidewalk cleaning, and/or clean up or set up operations, but does not include garbage pick- up. | The project would not include any operational uses between the hours of 10:00 p.m. and 6:00 a.m. The office uses is expected to be open during regular business hours. |
| **18.23.050 Visual, Screening and Landscaping** | |
| Privacy of abutting residential properties or properties with existing residential uses located within nonresidential zones (residential properties) should be protected by screening from public view all mechanical equipment and service areas. Landscaping should be used to integrate a project design into the surrounding neighborhood, and to provide privacy screening between properties where appropriate. | All mechanical equipment is screened from public view and adjacent properties either within the rear of the building or on the roof. Landscaping is integrated into the project design and provides privacy screening between properties. |
| **18.23.060 Noise and Vibration** | |
| The requirements and guidelines regarding noise and vibration impacts are intended to protect residentially zoned properties or properties with existing residential uses located within nonresidential zones (residential properties) from excessive and unnecessary noises and/or vibrations from any sources in abutting industrial or commercially zoned properties. Design of new | The project is designed to include all underground parking and the location of the garage ramp is located adjacent a vacant lot. No loading area is required for the proposed project. All heating and ventilation is provided in areas that would not be visible and this equipment would be required to comply with the noise ordinance, which would restrict the location and noise levels, ensuring that |

| Table 3: Performance Criteria Consistency | |
|---|---|
| **Performance Criteria** | **Project Consistency** |
| projects should reduce noise from parking, loading, and refuse storage areas and from heating, ventilation, air conditioning apparatus, and other machinery on nearby residential properties. New equipment, whether mounted on the exterior of the building or located interior to a building, which requires only a building permit, shall also be subject to these requirements. | they would not be impactful on adjacent properties. |
| **18.23.070 Parking** | |
| The visual impact of parking shall be minimized on adjacent residentially zoned properties or properties with existing residential uses located within nonresidential zones. | All parking would be provided underground, replacing the existing surface parking lot at the site. |
| **18.23.080 Vehicular, Pedestrian and Bicycle Site Access** | |
| The guidelines regarding site access impacts are intended to minimize conflicts between residential vehicular, pedestrian, and bicycle uses and more intensive traffic associated with commercial and industrial districts, and to facilitate pedestrian and bicycle connections through and adjacent to the project site. | The proposed project includes bicycle parking both at grade and in the below-ground parking lot. Generally traffic to and from the site is not extensive and the project includes significant improvements to the pedestrian environment in comparison to existing conditions, which encourages walking and biking. Site clearance triangles are provided to ensure that views are not obstructed for drivers exiting the garage. |
| **18.23.090 Air Quality** | |
| The requirements for air quality are intended to buffer residential uses from potential sources of odor and/or toxic air contaminants. | No proposed uses on the project site would produce odor or toxic air. Future uses are required to comply with these performance standards. |
| **18.23.100 Hazardous Materials** | |
| In accordance with Titles 15 and 17 of the Palo Alto Municipal Code, minimize the potential hazards of any use on a development site that will entail the storage, use or handling of hazardous materials (including hazardous wastes) on-site in excess of the exempt quantities prescribed in Health and Safety Code Division 20, Chapter 6.95, and Title 15 of this code. | This is not applicable to the proposed uses associated with the project. |

**<u>Finding #2</u>: The project has a unified and coherent design, that:**

a. **creates an internal sense of order and desirable environment for occupants, visitors, and the general community,**
b. **preserves, respects and integrates existing natural features that contribute positively to the site and the historic character including historic resources of the area when relevant,**
c. **is consistent with the context-based design criteria of the applicable zone district,**
d. **provides harmonious transitions in scale, mass and character to adjacent land uses and land use designations,**
e. **enhances living conditions on the site (if it includes residential uses) and in adjacent residential areas.**

The project creates an internal sense of order and desirable environment for occupants, visitors and the general community. Specifically, the office space on the ground floor is designed to reinforce the pedestrian environment, with large open windows that are inviting to visitors and the general public and provide natural light to occupants. The streetscape also includes quality vegetation and amenities that improve the area for pedestrians. The residential units above are designed to provide separation from the public but still reinforce the streetscape with balconies and large windows, which provide evidence of occupation as well as natural light and outdoor area for occupants. The project retains the existing natural features such as the nearby protected oak and replaces other street vegetation that is mostly in poor condition. The project is consistent with the applicable performance criteria of the site, as discussed under Finding #1.

The project provides harmonious transitions in scale, mass, and character to adjacent land uses. Other land uses in the area are primarily commercial uses such as a dental office, a day spa, dry cleaners, a family and children's services center, or surface parking lots. The project is similar in height and setbacks to other adjacent uses and the use is consistent with the intended use of this transition district. It adds livable housing in on a site that currently only provides an office use.

**<u>Finding #3</u>: The design is of high aesthetic quality, using high quality, integrated materials and appropriate construction techniques, and incorporating textures, colors, and other details that are compatible with and enhance the surrounding area.**

The project is of high aesthetic quality, providing a unified design that is different from, but compatible in scale and character with the adjacent buildings, including the height, setbacks and massing. Materials include a cast in place integrally colored concrete base for the planters and stairwell, which support a two story limestone form, similar in form to other adjacent two story buildings. This then transitions to a metal, glass, and wood third floor. The railings are glass, adding to the transparency and reducing the perceived building height and massing. The materials are of high aesthetic quality and provide an appropriate transition from a heavier base form to a lighter upper floor that is set back from the frontage, helping the third story to visually recede from the pedestrian line of site. The large windows, vegetation, and amenities along the frontage enhance the surrounding area.

**<u>Finding #4</u>: The design is functional, allowing for ease and safety of pedestrian and bicycle traffic and providing for elements that support the building's necessary operations (e.g. convenient vehicle**

**access to property and utilities, appropriate arrangement and amount of open space and integrated signage, if applicable, etc.).**

The project design is functional, providing access to both the office and residential spaces along the Channing frontage. All parking is provided underground with a single ingress/egress from Emerson Street. The proposed vehicle access would not impact existing vehicle traffic or potential bicycle paths, providing sufficient space for queuing on site. Bicycle parking is provided both at grade and in the parking garage. Utilities are all easily accessible. The open space for residential uses is provided via pockets along the frontage and in private and common deck spaces. Sufficient open space is provided for the residential uses. Additional private open space is provided for the office space, which is not required but desirable to users.

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

The project preserves the existing, protected oak tree and has been designed to provide at least ten feet of space between the new development and this oak. Most of the other vegetation on-site or in the adjacent public right-of-way is in poor condition and would be replaced. The project includes improvements to the soil volume and quality to provide better planting area for new trees and other vegetation. It also includes planters along the project frontage and trees along interior lot lines. The vegetation is fitting and integrated into the project design and significantly improves the pedestrian environment at this corner.

The proposed landscape is designed to provide year-round color and seasonal interest with plants such as the Chinese fringe flower, the golden breath of heaven, and several evergreen species. The majority of these plants are drought resistant, with only a few medium water use plants, such as vines in appropriate areas. It includes some indigenous plants where practical, as well as several plants that provide desirable habitat that can be appropriately maintained. For example, the pink flowering current is very attractive to bird species.

**Finding #6: The project incorporates design principles that achieve sustainability in areas related to energy efficiency, water conservation, building materials, landscaping, and site planning.**

In accordance with the City's Green Building Regulations, the building will satisfy the requirements for CALGreen Mandatory + Tier 2 along with the City's Energy Reach Code requirements. The project will use low water-use, drought resistant plants. The project is designed to provide significant natural light to the interiors but also includes deep solar shading canopies to protect the extensive windows from excessive heat gain.

**ATTACHMENT B**
**CONDITIONS OF APPROVAL**
190 Channing Avenue
18PLN-00043

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**PLANNING DIVISION**

1. CONFORMANCE WITH PLANS. Construction and development shall conform to the approved plans entitled, "190 Channing Ave. Palo Alto, CA 94025" stamped as received by the City on January 25, 2019 on file with the Planning Department, 250 Hamilton Avenue, Palo Alto, California except as modified by these conditions of approval.

2. BUILDING PERMIT. Apply for a building permit and meet any and all conditions of the Planning, Fire, Public Works, and Building Departments.

3. BUILDING PERMIT PLAN SET. The Architectural Review (AR) approval letter including all Department conditions of approval for the project shall be printed on the plans submitted for building permit.

4. PROJECT MODIFICATIONS: All modifications to the approved project shall be submitted for review and approval prior to construction. If during the Building Permit review and construction phase, the project is modified by the applicant, it is the responsibility of the applicant to contact the Planning Division/project planner directly to obtain approval of the project modification. It is the applicant's responsibility to highlight any proposed changes to the project and to bring it to the project planner's attention.

5. PROJECT EXPIRATION. The project approval shall automatically expire after two years from the original date of approval, if within such two year period, the proposed use of the site or the construction of buildings has not commenced pursuant to and in accordance with the provisions of the permit or approval. Application for a one year extension of this entitlement may be made prior to the expiration. (PAMC 18.77.090(a))

6. PUZZLE PARKING SYSTEM. Up to fourteen (14) required parking spaces may be provided in a puzzle parking system and shall be made available to all users, including guests. There shall be no assigned parking. Prior to building permit issuance, the applicant shall submit an analysis and report, prepared by a qualified professional, for review and approval by the Director of Planning and Community Environment that demonstrates the effectiveness of the proposed parking lift system with respect to operational details, regular and emergency maintenance schedule, and procedures and backup systems.

7. ADDITIONAL SITE TESTING. To ensure compliance with Comprehensive Plan Policy N-5.4 as well as Section 5.120(d) of the SOFA 2 CAP, the applicant shall hire a qualified professional to perform site testing to determine the presence or absence of the following contaminants that may be present at the site: volatile organic compounds, polynuclear aromatic hydrocarbons, and metals.

If any of these contaminants, which could affect future users, are found to be present during testing, cleanup of the materials to below environmental screening levels identified by state and regional agencies for these contaminants is required in accordance with Section 5.120(e) of the SOFA 2 CAP prior to issuance of a grading or building permit.

8. SIDEWALKS. The applicant shall coordinate with Caltrans, the County, and the City of Palo Alto Public Works Engineering Department, as appropriate, to reduce sidewalk closures during construction and ensure that a safe path of travel is maintained for pedestrians in this area.

9. NOISE. In accordance with PAMC Section 9.10.040 no person shall produce, suffer or allow to be produced by any machine or device, or any combination of same, on commercial or industrial property, a noise level more than eight dB above the local ambient at any point outside of the property plane. The signage showing construction hours, as required under PAMC Section 9.10.040 shall include an emergency number for reporting noise concerns.

10. DEVELOPMENT IMPACT FEES. Estimated Development Impact Fees, including housing impact fees, in the amount of $282,593.57 plus the applicable public art fee, per PAMC 16.61.040, shall be paid prior to the issuance of the related building permit.

11. IMPACT FEE 90-DAY PROTEST PERIOD. California Government Code Section 66020 provides that a project applicant who desires to protest the fees, dedications, reservations, or other exactions imposed on a development project must initiate the protest at the time the development project is approved or conditionally approved or within ninety (90) days after the date that fees, dedications, reservations or exactions are imposed on the Project. Additionally, procedural requirements for protesting these development fees, dedications, reservations and exactions are set forth in Government Code Section 66020. IF YOU FAIL TO INITIATE A PROTEST WITHIN THE 90-DAY PERIOD OR FOLLOW THE PROTEST PROCEDURES DESCRIBED IN GOVERNMENT CODE SECTION 66020, YOU WILL BE BARRED FROM CHALLENGING THE VALIDITY OR REASONABLENESS OF THE FEES, DEDICATIONS, RESERVATIONS, AND EXACTIONS. If these requirements constitute fees, taxes, assessments, dedications, reservations, or other exactions as specified in Government Code Sections 66020(a) or 66021, this is to provide notification that, as of the date of this notice, the 90-day period has begun in which you may protest these requirements. This matter is subject to the California Code of Civil Procedures (CCP) Section 1094.5; the time by which judicial review must be sought is governed by CCP Section 1094.6.

12. FINAL INSPECTION. A Planning Division Final inspection will be required to determine substantial compliance with the approved plans prior to the scheduling of a Building Division final. Any revisions during the building process must be approved by Planning, including but not limited to; materials, landscaping and hard surface locations. Contact your Project Planner, Claire Hodgkins at claire.hodgkins@cityofpaloalto.org to schedule this inspection.

13. INDEMNITY. To the extent permitted by law, the Applicant shall indemnify and hold harmless the City, its City Council, its officers, employees and agents (the “indemnified parties”) from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside or void, any permit or approval authorized hereby for the Project, including (without limitation) reimbursing the City for its actual attorneys’ fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such

action with attorneys of its own choice.

**PUBLIC WORKS ENGINEERING**

14. MONITORING WELLS. Based on the City's GIS there may be plume monitoring wells within the project site. Typically these wells are maintained by Santa Clara Valley Water District (SCVWD). The proposed work shall not destroy any of the monitoring well or affect the function and use of these unless otherwise approved by the SCVWD. Contact SCVWD to verify the well location. Plot and label them on the plans and provide notes to protect wells as required by the district.

15. DRAINAGE. The proposed new building will be required to drain to pervious areas of the site within private property, no direct connection into the City storm system will be allowed.

16. SUBDIVISION. As condominium units are proposed, a Preliminary Parcel Map and a Parcel Map, or Tentative Map and a Final Map, are required for the proposed development. Map types and review procedures vary depending on the number of units proposed. Depending on the number of units proposed, the applicant shall submit a minor or major subdivision application to the Department of Planning and Community Environment. Show all existing and proposed dedications and easements on the map submitted as part of the application. Please be advised that the Parcel or Tentative map shall be recorded with the Santa Clara County Clerk Recorder prior to Building or Grading and Excavation Permit issuance. A digital copy of the Parcel Map, in AutoCAD format, shall be submitted to Public Works Engineering and shall conform to North American Datum 1983 State Plane Zone 3 for horizontal survey controls and NGVD88 for vertical survey controls.

    Tentative/Final maps are submitted under a Major Subdivision application to the Department of Planning and Community Environment. Public Works will review and provide comments on the documents provided as part of the submittal. Please be advised that under the provisions of the Subdivision Map Act, off-site improvement plans are processed as an extension of the subdivision application process and the applicant may be required to enter into a subdivision improvement agreement and provide security for work shown in the plans.

17. SIDEWALK, CURB & GUTTER. As part of this project, the applicant must replace all of the existing sidewalks, curbs, gutters or driveway approaches in the public right-of-way along the frontage(s) of the property.

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

19. BASEMENT DRAINAGE. Due to high groundwater throughout much of the City and Public Works prohibiting the pumping and discharging of groundwater, perforated pipe drainage systems at the exterior of the basement walls or under the slab are not allowed for this site. A drainage system is, however, required for all exterior basement-level spaces, such as lightwells, patios or stairwells. This system consists of a sump, a sump pump, a backflow preventer, and a closed pipe from the pump to a dissipation device onsite at least

10 feet from the property line, such as a bubbler box in a landscaped area, so that water can percolate into the soil and/or sheet flow across the site. The device must not allow stagnant water that could become mosquito habitat. Additionally, the plans must show that exterior basement-level spaces are at least 7-3/4" below any adjacent windowsills or doorsills to minimize the potential for flooding the basement. Public Works recommends a waterproofing consultant be retained to design and inspect the vapor barrier and waterproofing systems for the basement.

20. BASEMENT SHORING. Shoring for the basement excavation, including tiebacks, must not extend onto adjacent private property or into the City right-of-way without having first obtained written permission from the private property owners and/or an encroachment permit from Public Works.

21. DEWATERING. The applicant shall be aware that the project site is locate over an known fuel leak, without an environmental study it is difficult to determine if the standard dewatering practices can be used at this site. Note that if groundwater can be treated and is directed to storm drain then the following applies: Proposed underground garage excavation may require dewatering during construction. Public Works only allows groundwater drawdown well dewatering. Open pit groundwater dewatering is disallowed. Dewatering is only allowed from April 1 through October 31 due to inadequate capacity in our storm drain system. The geotechnical report for this site must list the highest anticipated groundwater level; if the proposed project will encounter groundwater, the applicant must provide all required dewatering submittals for Public Works review and approval prior to grading permit issuance. Public Works has dewatering submittal requirements and guidelines available at the Development Center and on our website: http://www.cityofpaloalto.org/gov/depts/pwd/forms_and_permits.asp

22. GRADING & EXCAVATION PERMIT. An application for a grading & excavation permit must be submitted to Public Works when applying for a building permit. The application and guidelines are available at the Development Center and on our website.

23. STORM WATER POLLUTION PREVENTION. The City's full-sized "Pollution Prevention - It's Part of the Plan" sheet must be included in the plan set. The sheet is available here: http://www.cityofpaloalto.org/civicax/filebank/documents/2732

24. STREET TREES. Show all existing street trees in the public right-of-way. Any removal, relocation or planting of street trees; or excavation, trenching or pavement within 10 feet of street trees must be approved by Public Works' arborist (phone: 650-496-5953). This approval shall appear on the plans. Show construction protection of the trees per City requirements.

25. WORK IN THE RIGHT-OF-WAY. The plans must clearly indicate any work that is proposed in the public right-of-way, such as sidewalk replacement, driveway approach, or utility laterals. The plans must include notes that the work must be done per City standards and that the contractor performing this work must first obtain a *Street Work Permit* from Public Works at the Development Center. If a new driveway is in a different location than the existing driveway, then the sidewalk associated with the new driveway must be replaced with a thickened (6" thick instead of the standard 4" thick) section. Additionally, curb cuts and driveway approaches for abandoned driveways must be replaced with new curb, gutter and planter strip.

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

27. C.3 SMALL PROJECTS. This project triggers the California Regional Water Quality Control Board's revised provision C.3 for storm water regulations (incorporated into the Palo Alto Municipal Code, Section 16.11) that apply to land development projects that create or replace between 2,500 and 10,000 square feet of impervious surface area. The applicant must implement one or more of the following site design measures:

    - Direct roof runoff into cisterns or rain barrels for reuse.
    - Direct roof runoff onto vegetated areas.
    - Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas.
    - Direct runoff from driveways and/or uncovered parking lots onto vegetated areas.
    - Construct sidewalks, walkways, and/or patios with permeable surfaces.
    - Construct driveways, and/or uncovered parking lots with permeable surfaces.

28. LOGISTICS PLAN. The contractor must submit a logistics plan to the Public Works Department prior to commencing work that addresses all impacts to the City's right-of-way, including, but not limited to: pedestrian control, traffic control, truck routes, material deliveries, contractor's parking, concrete pours, crane lifts, work hours, noise control, dust control, storm water pollution prevention, contractor's contact, noticing of affected businesses, and schedule of work.

29. GRADING. Provide a Rough Grading Plan for the work proposed as part of the Grading and Excavation Permit application. The Rough Grading Plans shall including the following: pad elevation, basement elevation, elevator pit elevation, ground monitoring wells, shoring for the proposed basement, limits of over excavation, stockpile area of material, overall earthwork volumes (cut and fill), temporary shoring for any existing facilities, ramps for the basement access, crane locations (if any), etc. Plans submitted for the Grading and Excavation Permit, shall be stand-alone, and therefore the plans shall include any conditions from other divisions that pertain to items encountered during rough grading for example if contaminated groundwater is encountered and dewatering is expected, provide notes on the plans based Water Quality's conditions of approval. Provide a note on the plans to direct the contractor to the approve City of Palo Alto Truck Route Map, which is available on the City's website.

30. STREET-WORK. The following note shall be shown on the plans adjacent to the area on the *Site Plan*: "Any construction within the city right-of-way must have an approved *Permit for Construction in the Public Street* prior to commencement of this work. THE PERFORMANCE OF THIS WORK IS NOT AUTHORIZED BY THE BUILDING PERMIT ISSUANCE BUT SHOWN ON THE BUILDING PERMIT FOR INFORMATION ONLY."

31. PAVEMENT. Any cutting into the pavement will trigger additional pavement requirements. Add the following note to the Site Plan adjacent to the public right-of-way: "Applicant and contractor will be responsible for resurfacing Channing Avenue and Emerson Street, based the roadway surface condition after project completion and limits of trench work. At a minimum pavement resurfacing of the full street width along the two project frontages will be required." Plot and label the area to be resurfaced as hatched on the site plan.

32. STOCKPILING. Provide the following note on the Site Plan and Grading and Drainage Plan: "Contractor shall not stage, store, or stockpile any material or equipment within the public road right-of-way." Construction phasing shall be coordinate to keep materials and equipment onsite or within private property.

**BUILDING DIVISION**

33. EMERGENCY ACCESS. The plans submitted for building permit shall show that the proposed

residential unit "D" on the third floor has an emergency escape from the Study, which has access to an exterior yard that opens into a public way per CBC 1030.1.

34. EGRESS STAIRS. The plans submitted for building permit shall show that the interior egress stairs has a minimum width of 44", unless it is required to be an access means of egress with a 48" minimum width. (CBC 1011.2, 1009.3)

35. ACCESSIBILITY. The four (4) residential units shall be considered as a covered multi-family dwelling and are required to be accessible and to comply with CBC Chapter 11A. (CBC 1102.A.1). The plans submitted for building permit shall show compliance with these requirements.

**OFFICE OF TRANSPORTATION**

36. TRANSPORTATION DEMAND MANAGEMENT. As part of the requested director's adjustment to off-street parking supply standards, a performance-based transportation demand management (TDM) plan was required (PAMC 18.52.030(i)(1)(C)) and approved by the Office of Transportation on July 25, 2018. As part of the project and TDM plan, total net motor vehicle trips shall be reduced by at least 45% compared to baseline trip generation projections shown in the project's Trip Generation and Access Study memorandum, prepared by Hexagon Transportation Consultants, and dated June 11, 2018. Required measures shall remain in full force for the life of the project unless altered by the Director of Planning and Community Environment. Monitoring reports shall be submitted to the Director two years after building occupancy and again every year thereafter (PAMC 18.52.050(d)(2)). If, based on results of the monitoring program, the required 45% reduction in motor vehicle trips is not achieved, the Director of Planning and Community Environment may require changes to the TDM program to meet required targets or impose administrative penalties if identified deficiencies are not addressed within six months (PAMC 18.52.050(d)(4)).

**PUBLIC WORKS URBAN FORESTRY DIVISION**

37. ACTIVITIES WITHIN OAK TPZ. All activities within he tree protection zone for the protected Coast Live Oak on the neighboring property must be closely monitored by the project arborist. Techniques shall be used to minimize root loss. The use of vertical shoring or similar techniques is restricted unless otherwise approved by the CPA Urban Forestry Division.

38. TREE REMOVAL PERMIT. A separate tree removal permit must be issued with the building permit for removal and replacement of existing street trees. Root corridor shall be installed as described in the standard detail included on the planting notes sheet L-2.2.

39. TREE REMOVAL—PROTECTED & RIGHT-OF-WAY TREES. Existing trees (Publicly-owned or Protected) to be removed, as shown accurately located on all site plans, require approval by the Urban Forestry Tree Care Permit prior to issuance of any building, demolition or grading permit, and shall also be referenced in the required Street Work Permit from Public Works Engineering.

    a) Protected tree removal request shall meet strict criteria of the tree ordinance and if demonstrated that targeted mitigation measures have been exhausted.
    b) The applicant is responsible to be informed with the Tree Preservation & Management Regulations, PAMC 8.10. Identify mitigation areas of the site to remain undeveloped as required by the Ordinance.

c) Add a note for each tree to be removed, "Tree Removal. Contractor shall obtain a completed Urban Forestry Tree Care Permit # _____ separate from the Building or Street Work Permit. Permit notice hanger and conditions apply. Contact (650-496-5953)."

40. OBLIGATION TO MONITOR AND PROTECT NEIGHBORING TREES. The project site arborist will protect and monitor neighboring trees/protected redwood/protected oak during construction and share information with the tree owner. All work shall be done in conformance with State regulations so as to ensure the long term health of the tree. Project site arborist will request access to the tree on the neighboring property as necessary to measure an exact diameter, assess condition, and/or perform treatment. If access is not granted, monitoring and any necessary treatment will be performed from the project site.

41. TREE PROTECTION COMPLIANCE. The owner and contractor shall implement all protection and inspection schedule measures as a condition of the building permit, Sheet T-1, and is subject to code compliance action pursuant to PAMC 8.10.080. The required protective fencing shall remain in place until final landscaping and inspection of the project. The fencing shall contain required warning sign and remain in place until final inspection of the project. Tree fencing shall be adjusted after demolition if necessary to increase the tree protection zone as required by the project arborist.

42. TREE DAMAGE. Tree Damage, Injury Mitigation and Inspections apply to Contractor. Reporting, injury mitigation measures and arborist inspection schedule (1-5) apply pursuant to TTM, Section 2.20-2.30. Contractor shall be responsible for the repair or replacement of any publicly owned or protected trees that are damaged during the course of construction, pursuant to Title 8 of the Palo Alto Municipal Code, and city Tree Technical Manual, Section 2.25.

43. GENERAL. The following general tree preservation measures apply to all trees to be retained: No storage of material, topsoil, vehicles or equipment shall be permitted within the tree enclosure area. The ground under and around the tree canopy area shall not be altered. Trees to be retained shall be irrigated, aerated and maintained as necessary to ensure survival.

44. MAINTENANCE. All landscape and trees shall be maintained, watered, fertilized, and pruned according to Best Management Practices-Pruning (ANSI A300-2008 or current version) and the City Tree Technical Manual, Section 5.00. Any vegetation that dies shall be replaced or failed automatic irrigation repaired by the current property owner within 30 days of discovery.

**PUBLIC WORKS STORMWATER DIVISION**

45. PESTICIDE RESTRICTIONS. Add as a note in the building plans that, "in accordance with the Bay-friendly Guidelines (rescapeca.org) no chemical fertilizers, pesticides, herbicides or commercial soil amendment shall be used on the site." Organic Materials Review Institute (OMRI) materials and compost shall be used in-lieu of these.

46. DRAINAGE TO LANDSCAPING. Downspouts shall drain to landscaping, outward from building as needed. HVAC fluids from roofs and other areas shall also drain to landscaping.

**PUBLIC WORKS WATER QUALITY**

47. DISCHARGE OF GROUNDWATER. In accordance with PAMC 16.09.170 and 16.09.040, prior approval shall be obtained from the city engineer or designee to discharge water pumped from construction sites to the storm drain. The city engineer or designee may require gravity settling and filtration upon a determination

that either or both would improve the water quality of the discharge. Contaminated ground water or water that exceeds state or federal requirements for discharge to navigable waters may not be discharged to the storm drain. Such water may be discharged to the sewer, provided that the requirements of Section 16.09.040 are met and the approval of the superintendent is obtained prior to discharge. The City shall be compensated for any costs it incurs in authorizing such discharge, at the rate set forth in the municipal fee schedule. *Review the guidelines listed in City of Palo Alto Municipal Code Chapter 16.28 prior to discharge of any water from construction dewatering*.

48. UNPOLLUTED WATER. In accordance with PAMC 16.09.055, unpolluted water shall not be discharged through direct or indirect connection to the sanitary sewer system. And PAMC 16.09.175 (b) General prohibitions and practices Exterior (outdoor) drains may be connected to the sanitary sewer system only if the area in which the drain is located is covered or protected from rainwater run-on by berms and/or grading, and appropriate wastewater treatment approved by the Superintendent is provided. For additional information regarding loading docks, see section 16.09.175(k)

49. CONDENSATE FROM HVAC. In accordance with PAMC 16.09.180(b)(5), Condensate lines shall not be connected or allowed to drain to the storm drain system.

50. COPPER. In accordance with PAMC 16.09.180(b)(6), Copper Piping, Copper, copper alloys, lead and lead alloys, including brass, shall not be used in sewer lines, connectors, or seals coming in contact with sewage except for domestic waste sink traps and short lengths of associated connecting pipes where alternate materials are not practical. The plans must specify that copper piping will not be used for wastewater plumbing.

51. COVERED PARKING. In accordance with PAMC 16.09.180(b)(9), if installed, parking garage floor drains on interior levels shall be connected to an oil/water separator prior to discharging to the sanitary sewer system. The oil/water separator shall be cleaned at a frequency of at least once every twelve months or more frequently if recommended by the manufacturer or the Superintendent. Oil/water separators shall have a minimum capacity of 100 gallons.

52. MERCURY. In accordance with PAMC 16.09.180(b)(12) mercury switches shall not be installed in sewer or storm drain sumps.

53. COOLING TOWERS. In accordance with PAMC 16.09.205, no person shall discharge or add to the sanitary sewer system or storm drain system, or add to a cooling system, pool, spa, fountain, boiler or heat exchanger, any substance that contains any of the following:
    (1) Copper in excess of 2.0 mg/liter;
    (2) Any tri-butyl tin compound in excess of 0.10 mg/liter;
    (3) Chromium in excess of 2.0 mg/liter.
    (4) Zinc in excess of 2.0 mg/liter; or
    (5) Molybdenum in excess of 2.0 mg/liter.

    The above limits shall apply to any of the above-listed substances prior to dilution with the cooling system, pool, spa or fountain water. A flow meter shall be installed to measure the volume of blowdown water from

the new cooling tower. Cooling systems discharging greater than 2,000 gallons per day are required to meet a copper discharge limit of 0.25 milligrams per liter.

54. STORM DRAIN LABELING. In accordance with PAMC 16.09.165(h) storm drain inlets shall be clearly marked with the words "No dumping - Flows to Bay," or equivalent.

**UTILITILES - WATER, GAS, WASTEWATER**

55. UTILITY DISCONNECT. Prior to submittal of a demolition permit, the applicant shall submit a request to disconnect all utility services and/or meters including a signed affidavit of vacancy. Utilities will be disconnected or removed within 10 working days after receipt of request. The demolition permit will be issued by the building inspection division after all utility services and/or meters have been disconnected and removed. (The existing water service and meter may remain during construction (RP is required), a new service is required if existing service is not meeting current WGW utilities standards prior to final inspection.)

56. LOADS. Prior to demolition, the applicant shall submit the existing water/wastewater fixture unit loads (and building as-built plans to verify the existing loads) to determine the capacity fee credit for the existing load. If the applicant does not submit loads and plans they may not receive credit for the existing water/wastewater fixtures.

57. CONNECTION APPLICATION. Prior to approval of a building permit, the applicant shall submit a completed water-gas-wastewater service connection application - load sheet for City of Palo Alto Utilities. The applicant must provide all the information requested for utility service demands (water in fixture units/g.p.m., gas in b.t.u.p.h, and sewer in fixture units/g.p.d.). The applicant shall provide the existing (prior) loads, the new loads, and the combined/total loads (the new loads plus any existing loads to remain).

58. UTILITY IMPROVEMENT PLANS. Prior to approval of a building permit, the applicant shall submit improvement plans for utility construction. The plans must show the size and location of all underground utilities within the development and the public right of way including meters, backflow preventers, fire service requirements, sewer mains, sewer cleanouts, sewer lift stations and any other required utilities. The applicant must show on the site plan the existence of any auxiliary water supply, (i.e. water well, gray water, recycled water, rain catchment, water storage tank, etc).

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

60. FLOW CALCULATIONS. Prior to approval of a building permit, the applicant's engineer shall submit flow calculations and system capacity study showing that the on-site and off-site water and sanitary sewer mains and services will provide the domestic, irrigation, fire flows, and wastewater capacity needed to service the development and adjacent properties during anticipated peak flow demands. Field testing may be required to determined current flows and water pressures on existing water main. Calculations must be signed and stamped by a registered civil engineer. The applicant is required to perform, at his/her expense, a flow monitoring study of the existing sewer main to determine the remaining capacity. The report must include existing peak flows or depth of flow based on a minimum monitoring period of seven continuous days or as determined by the senior wastewater engineer. The study shall meet the requirements and the approval of the WGW engineering section. No downstream overloading of existing sewer main will be permitted.

61. CONTRACTOR INSTALLED IMPROVEMENTS. For contractor installed water and wastewater mains or services, the applicant shall submit to the WGW engineering section of the Utilities Department **four** copies of the installation of water and wastewater utilities off-site improvement plans in accordance with the utilities department design criteria. All utility work within the public right-of-way shall be clearly shown on the plans that are prepared, signed and stamped by a registered civil engineer. The contractor shall also submit a complete schedule of work, method of construction and the manufacture's literature on the materials to be used for approval by the utilities engineering section. The applicant's contractor will not be allowed to begin work until the improvement plan and other submittals have been approved by the water, gas and wastewater engineering section. After the work is complete but prior to sign off, the applicant shall provide record drawings (as-built) of the contractor installed water and wastewater mains and services per the City of Palo Alto Utilities record drawing procedures. For contractor installed services the contractor shall install 3M marker balls at each water or wastewater service tap to the main and at the City clean out for wastewater laterals.

62. RPPA. A reduced pressure principle assembly (RPPA backflow preventer device) is required for all existing and new water connections from Palo Alto Utilities to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive. The RPPA shall be installed on the owner's property and directly behind the water meter within 5 feet of the property line. RPPA's for domestic service shall be lead free. Show the location of the RPPA on the plans submitted for building permit.

63. RPDA. A reduced pressure detector assembly is required for the existing or new water connection for the fire system to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive (a double detector assembly may be allowed for existing fire sprinkler systems upon the CPAU's approval). Reduced pressure detector assemblies shall be installed on the owner's property adjacent to the property line, within 5 feet of the property line. Show the location of the reduced pressure detector assembly on the plans submitted for building permit.

64. BACKFLOW PREVENTER. All backflow preventer devices shall be approved by the WGW engineering division. Inspection by the utilities/building inspector is required for the supply pipe between the meter and the assembly.

65. WATER SERVICES. Existing water services that are not a currently standard material shall be replaced at the applicant's expense per city standards. WGW Utilities Operations to video inspect the existing sewer lateral to verify if replacement is required.

66. CONNECTION FEES. The applicant shall pay the capacity fees and connection fees associated with new utility service/s or added demand on existing services. The approved relocation of services, meters, hydrants, or other facilities will be performed at the cost of the person/entity requesting the relocation.

67. WATER METER FOR LANDSCAPING. A separate water meter and backflow preventer is required to irrigate the approved landscape plan. Show the location of the irrigation meter on the plans. This meter shall be designated as an irrigation account an no other water service will be billed on the account. The irrigation and landscape plans submitted with the application for a grading or building permit shall conform to the City of Palo Alto water efficiency standards.

68. WATER SERVICE SPECIFICATIONS. A new water service line installation for domestic usage is required. For service connections of 4-inch through 8-inch sizes, the applicant's contractor must provide and install a concrete vault with meter reading lid covers for water meter and other required control equipment in

accordance with the utilities standard detail. Show the location of the new water service and meter on the plans submitted for building permit. A new water service line installation for irrigation usage is also required. Show the location of the new water service and meter on the plans submitted for building permit.

69. ABANDONEMENT OF EXISTING SERVICES. All existing water and wastewater services that will not be reused shall be abandoned at the main per WGW utilities procedures.

70. LOCATION OF UTILITIES. Utility vaults, utility cabinets, concrete bases, or other structures cannot be placed over existing water, gas or wastewater mains/services and gas service may not be placed over a podium or basement. Maintain 1' horizontal clear separation from the vault/cabinet/concrete base to existing utilities as found in the field. If there is a conflict with existing utilities, Cabinets/vaults/bases shall be relocated from the plan location as needed to meet field conditions. Trees may not be planted within 10 feet of existing water, gas or wastewater mains/services or meters unless otherwise approved by the utilities division. New water, gas or wastewater services/meters may not be installed within 10' or existing trees. Maintain 10' between new trees and new water, gas and wastewater services/mains/meters unless otherwise approved by the utilities division.

71. SEWER CLEANOUT. To install new gas service by directional boring, the applicant is required to have a sewer cleanout at the front of the building. This cleanout is required so the sewer lateral can be videoed for verification of no damage after the gas service is installed by directional boring.

72. PUBLIC UTILITIES EASEMENT. The applicant shall secure a public utilities easement for the gas meters installed in private property prior to approval of final occupancy. The applicant's engineer shall obtain, prepare, record with the county of Santa Clara, and provide the utilities engineering division with copies of the public utilities easement on the parcel.

**UTILITIES-ELECTRIC ENGINEERING DIVISION**

73. USA DIG ALERT. The applicant shall be responsible for identification and location of all utilities, both public and private, within the work area. Prior to any excavation work at the site, the applicant shall contact Underground Service Alert (USA) at 1-800-227-2600, at least 48 hours prior to beginning work. The areas to be check by USA shall be delineated with white paint. All USA markings shall be removed by the customer or contractor when construction is complete.

74. UTILITY DISCONNECT. The applicant shall submit a request to disconnect all existing utility services and/or meters including a signed affidavit of vacancy, on the form provided by the Building Inspection Division. Utilities will be disconnected or removed within 10 working days after receipt of request. The demolition permit will be issued after all utility services and/or meters have been disconnected and removed.

75. LOAD CALCULATIONS. The completed Electric Load Sheet and a full set of plans must be included with all applications involving electrical work. The load sheet must be included with the preliminary submittal.

76. ELECTRICAL SERVICE DESIGN. Industrial and large commercial customers must allow sufficient lead-time for Electric Utility Engineering and Operations (typically 8-12 weeks after advance engineering fees have been paid) to design and construct the electric service requested.

77. SUBSTRUCTURE. The customer shall install all electrical substructures (conduits, boxes and pads) required from the service point to the customer's switchgear and any underground electrical service conductors, bus

duct, transition cabinets or other equipment. The design and installation shall meet the National Electric Code and the City Standards. Utilities Rule & Regulations #16 & #18. No more than 270 degrees of bends are allowed in a secondary conduit run. All conduits must be sized according to National Electric Code requirements and no 1/2 – inch size conduits are permitted. All off-site substructure work will be constructed by the City at the customer's expense. Where mutually agreed upon by the City and the Applicant, all or part of the off-site substructure work may be constructed by the Applicant.

78. ELECTRICAL PANEL. Location of the electric panel/switchboard shall be shown on the site plan and approved by the Architectural Review Board and Utilities Department.

79. SCREENING AND PLACEMENT. All utility meters, lines, transformers, backflow preventers, and any other required equipment shall be shown on the landscape and irrigation plans and shall show that no conflict will occur between the utilities and landscape materials. In addition, all aboveground equipment shall be screened in a manner that is consistent with the building design and setback requirements.

80. TRANSITION CABINET. For services larger than 1600 amps, the customer will be required to provide a transition cabinet as the interconnection point between the utility's pad mount transformer and the customer's main switchgear. The cabinet design drawings must be submitted to the Electric Utility Engineering Department for review and approval.

81. UNDERGROUND SERVICES. For underground services, no more than four (4) 750 MCM conductors per phase can be connected to the transformer secondary terminals; otherwise, bus duct must be used for connections to pad mount transformers. If customer installs a bus duct directly between the transformer secondary terminals and the main switchgear, the installation of a transition cabinet will not be required.

82. Projects that require the extension of high voltage primary distribution lines or reinforcement of offsite electric facilities will be at the customer's expense and must be coordinated with the Electric Utility.

83. CONCRETE ENCASEMENT. All primary electric conduits shall be concrete encased with the top of the encasement at the depth of 30 inches. No more than 180 degrees of bends are allowed in a primary conduit run. Conduit runs over 500 feet in length require additional pull boxes.

84. INSPECTION. All new underground conduits and substructures shall be installed per City standards and shall be inspected by the Electrical Underground Inspector before backfilling. All new underground electric services shall be inspected and approved by both the Building Inspection Division and the Electrical Underground Inspector before energizing.

85. METER AND SWITCHBOARD. Meter and switchboard requirements shall be in accordance with Electric Utility Service Equipment Requirements Committee (EUSERC) drawings accepted by Utility and CPA standards for meter installations. Shop/factory drawings for switchboards (400A and greater) and associated hardware must be submitted for review and approval prior to installing the switchgear to:

    Gregory McKernan, P.E.
    Power Engineer
    Utilities Engineering (Electrical)
    1007 Elwell Court
    Palo Alto, CA 94303

    Catalog cut sheets may not be substituted for factory drawing submittal.

86. AS-BUILT DRAWINGS. Following construction and prior to final occupancy, the customer shall provide as-built drawings showing the location of all switchboards, conduits (number and size), conductors (number and size), splice boxes, vaults and switch/transformer pads.

87. FINAL INSPECTION. Prior to occupancy, all required inspections have been completed and approved by both the Building Inspection Division and the Electrical Underground Inspector, all fees must be paid and all Special Facilities contracts or other agreements need to be signed by the City and applicant.

**FIRE DEPARTMENT**

88. FIRE SPRINKLERS. The building permit shall show installation of a NFPA 13 fire sprinkler, NFPA 14 standpipe, and NFPA 72 fire alarm system.

89. ELEVATOR. The elevator shown on the building permit shall be sized for a gurney and two attending medical personnel. The building shall be evaluated for an Emergency Responder Radio System.

90. EGRESS SECOND FLOOR. The second floor bedroom emergency escape window opens over the driveway ramp to the below grade parking. The Fire Department cannot access this window with a ground ladder. Provide means for Fire Department access to the bedroom escape window.

91. EGRESS THIRD FLOOR. The third floor study room meets the definition of a sleeping area. Configure the study room so it does not meet the CBC definition of a sleeping area or otherwise provide ground ladder access to the emergency egress window.

**GREEN BUILDING**

92. The project is required to comply with all Green Building requirements for both the residential and non-residential portions of the project, as applicable to those uses, as required in accordance with the California Green Building Code and PAMC Section 16.14.

**ATTACHMENT D**
**ZONING COMPARISON TABLE**
190 Channing Avenue, 18PLN-00043

| Table 1: Compliance with SOFA II CAP RT-35 District Regulations | | | |
|---|---|---|---|
| **Regulation** | **Requirement** | **Existing** | **Proposed** |
| Minimum Site Area | No minimum | 7,625 sf | No Change |
| Min. Site Width | No minimum | 76.25 feet | No Change |
| Min. Site Depth | No minimum | 100 feet | No Change |
| Front Setback (Emerson Street) | (For mixed use without residential uses on the first floor) 15 feet, which may be reduced to zero by the Director, following ARB review, if consistent with the established building pattern of the area | ~50 feet | 1’ 5 ½” |
| Side Yard Setback (Channing Avenue) | | 0 feet | 2’ 4” to 8’ 6” |
| Interior Side Yard | | 2 to 5 feet | 6’ below grade; 15’ 9” above grade to balcony; 24’ to building |
| Rear Setback | | 0 feet | 1’ to trash enclosure; 10’ to building |
| Daylight Plane | None | N/A | N/A |
| Floor Area Ratio | 1.15:1 (for mixed use projects); Maximum commercial FAR 0.4:1 | 0.25:1 | 1.13:1; commercial FAR 0.3:1 |
| Site Coverage | No maximum | 26% | 52% |
| Building Height | 35 feet maximum; mechanical equipment may exceed the height limit by up to 15 feet (Per PAMC Section 18.40.090) | 16 feet 8 inches | 35 feet; mechanical equipment to 38 feet |
| Maximum density (standard) (du/acre) | None | N/A | (4/0.18 acre) =22 du/acre |
| Maximum Average Unit Size | 1,250 sf average | N/A | 1,138 sf average |

| CONFORMANCE WITH CHAPTER 18.52 (parking) | | | |
|---|---|---|---|
| **Type** | **Requirement** | **Existing** | **Proposed** |
| Vehicle Parking | Office @1/250 sf= 11.9 space<br>Residential 3 X (1-bedroom @1.5)= 4.5 spaces<br>Residential 1x1.25= 1.25 space<br><br>Total spaces: 19 | 8 spaces (at grade) | 17 spaces (below grade); requests 10% shared parking (1.9 spaces) |
| Accessible Parking | One accessible parking stall for 17 spaces | None | 1 space |
| EV Charging | One EV Charging space | None | 1 space |
| Bicycle Parking | 10% of auto parking = 1 space | 1 short-term and 5 long-term | 5 long term; 2 short term |

# 190 CHANNING AVENUE · PALO ALTO · CA

# Transportation Demand Management (Parking Reduction Plan)

## *Transportation Action Plan*

January 15, 2018

*Updated*: June 13, 2018

TDM SPECIALISTS, INC.
*A Transportation Demand Management Company*

# 190 Channing Avenue

## Transportation Demand Management
## (Parking Reduction Plan)

***Prepared for:***

## 190 Channing Avenue, LLC

*Prepared by:*

TDM SPECIALISTS, INC.
*A Transportation Demand Management Company*

(408) 420-2411

January 15, 2018
*Updated*: June 13, 2018

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**ATTACHMENTS**

Embarcadero Shuttle Map
VTA Bus Route 35 Map
List of Nearby Amenities – 0.25 miles or less from 190 Channing Avenue (Personal services, restaurants, coffee, retail/sundry, banking, etc.)

**TDM SPECIALISTS QUALIFICATIONS**

# EXECUTIVE SUMMARY

The proposed project known as 190 Channing Avenue, LLC has prepared a Transportation Demand Management (TDM) Parking Reduction Plan for its proposed Palo Alto mixed-use development at 190 Channing Avenue. The design of the 190 Channing Avenue project meets commute-sustainable standards and justifies a parking reduction by incorporating select TDM elements. Project-wide parking demand is anticipated to be reduced by 10 percent. Outcomes from these TDM actions and activities will eliminate potential spill over parking in the neighborhood.

This green development approach reduces parking demand, vehicle trips, air pollution and traffic congestion and contributes to successful carbon footprint and greenhouse gas reductions for long-term operations. Also, the TDM Plan is required as part of this project (PAMC 18.52.030(i)(1)(C)). This TDM plan identifies measures and programs to achieve the target of reducing weekday evening peak period motor vehicle trips to the site by a minimum of 45 percent, consistent with the City of Palo Alto's Comprehensive Plan trip reduction goals for the Downtown area.

This TDM Plan addresses alternatives to on-site parking needs as well as employee and resident commuter activities that reduce non-drive-alone transportation. This document provides supporting justification for the reduced parking proposed for 190 Channing Avenue. Also, this plan supports the alternative transportation mode-use goals that address both traffic and air quality concerns in the City of Palo Alto.

The measures and elements contained in this plan are consistent with other well-performing employee TDM plans and commute programs in Palo Alto.

Locational advantages make the 190 Channing Avenue project very well suited for residential use. It has access to transit, bicycle, and pedestrian facilities.

## 1.0 INTRODUCTION AND PURPOSE

The comprehensive plan of commute options and on-site measures identified in this report are essential to realizing the vehicle trip and parking reduction benefits of the project. These factors will provide the momentum to achieve desired trip reduction needs for the project.

TDM is a combination off services, incentives, facilities, and actions that reduce single occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution. The TDM measures outlined herein are anticipated to result in a reduction in commuter and day-time trips.

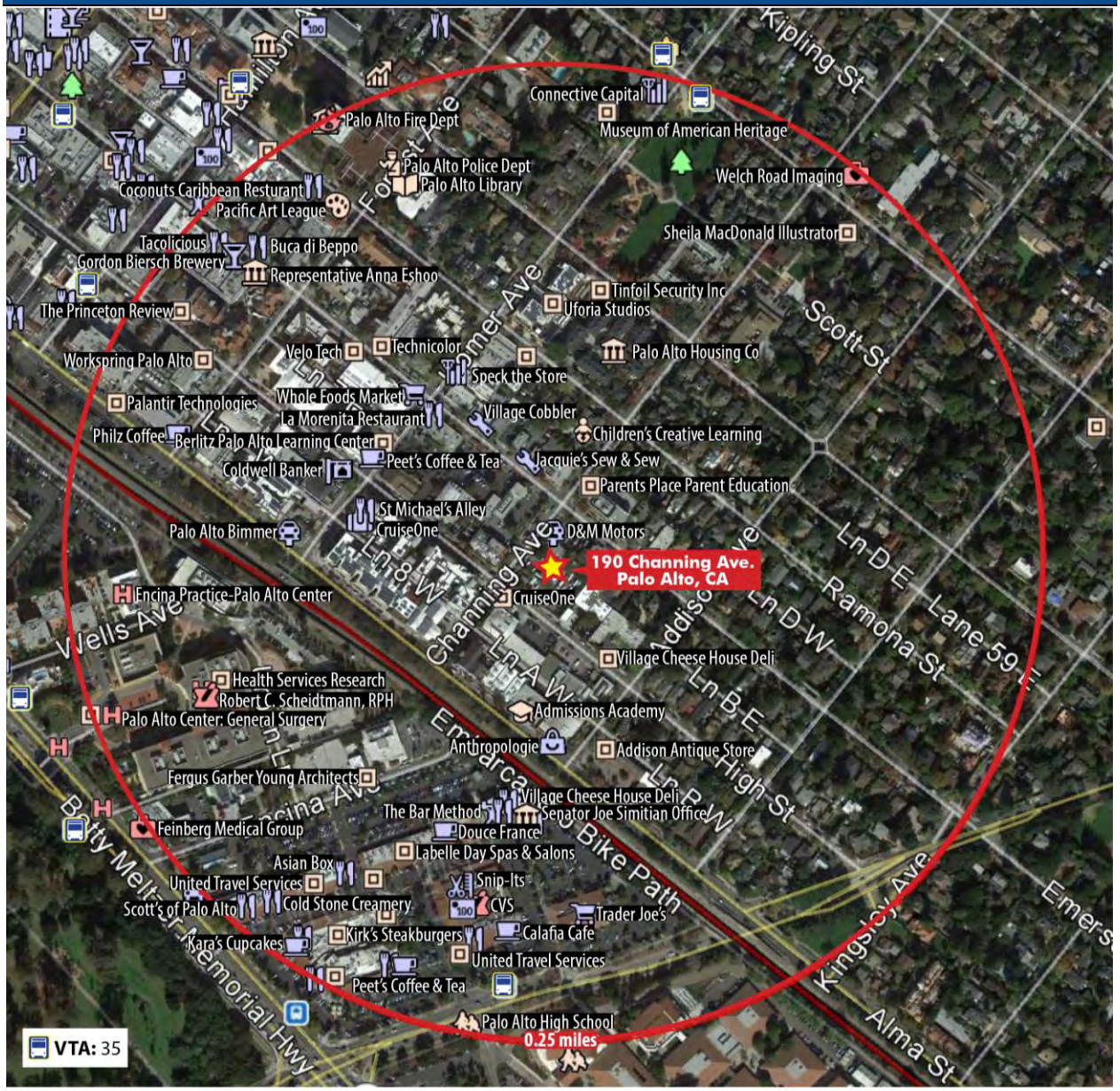
## 2.0 PROJECT DESCRIPTION

The 190 Channing Avenue project is a proposed new three-story, mixed-use building with one level of below-grade parking. Office space is planned at 2,981 square feet. There are four planned residential condominiums.

The 190 Channing Avenue project will provide urban design features, is close mass to transit, shopping, and recreation, and incorporates air quality features such as electric charging stations, and expanded bicycle storage.

A project location map is shown on page 2.

# 190 Channing Avenue Project Location Map




This quarter-mile radius map shows the proximity of nearby retail, personal services, and restaurants near the project site.

This TDM Plan is designed to address office employee, and resident vehicle trips associated with a mixed-use project and contains the appropriate measures and elements that are consistent with other Palo Alto commute programs. The following document includes a summary of the project's trip reduction efforts designed to support a ten percent parking reduction. It also contains an overview of existing local and regional transportation services and programs and project-specific transportation measures.

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

I. Existing Transportation Conditions
II. TDM Infrastructure and Physical Measures
III. Programmatic TDM Measures
IV. Residential TDM Measures

This TDM/Parking Reduction Plan defines the measures proposed for the 190 Channing Avenue project.

# SECTION I – EXISTING TRANSPORTATION CONDITIONS

## 3.0 COMMUNITY CONNECTIVITY

190 Channing Avenue location is designed as a pedestrian and bike-friendly mixed-use project that embraces Palo Alto's goals and policies. Some of the design features include orienting the building toward adjacent bicycle and pedestrian circulation facilities.

### *Infill Development*

The proposed project will develop an under-used parcel within the existing urban area. The area surrounding this project is largely developed. Under these conditions, the project will be considered infill development which contributes to trip reduction outcomes. Trip reduction benefits from infill development have been cited as a supporting and acceptable TDM practice (based on research of TDM practices around the nation and reported on the Internet)1 reducing nearly two percent of all peak-hour trips.

### *Pedestrian Systems*

According to WalkScore.com, the 190 Channing Avenue project is a "Very Walkable" site, scoring 84 out of 100. This score means that most errands can be accomplished on foot.

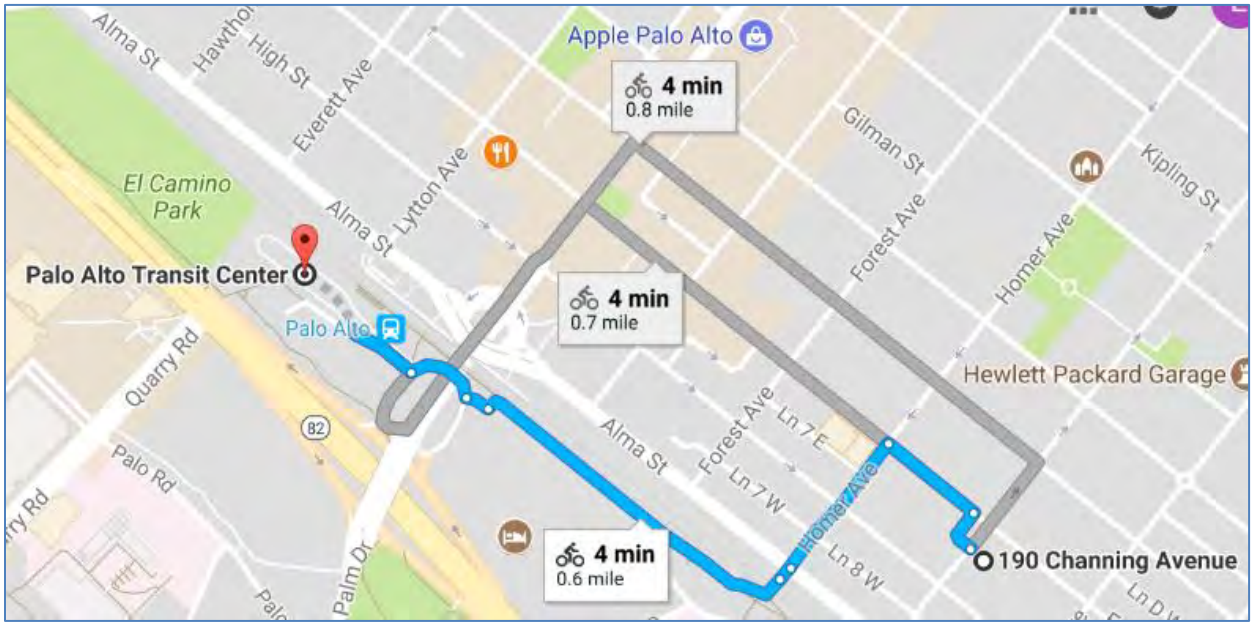

The creation of a pedestrian-oriented environment ensures access between public areas and private development while strengthening pedestrian and bicycle connections.

### *Bicycle Systems*

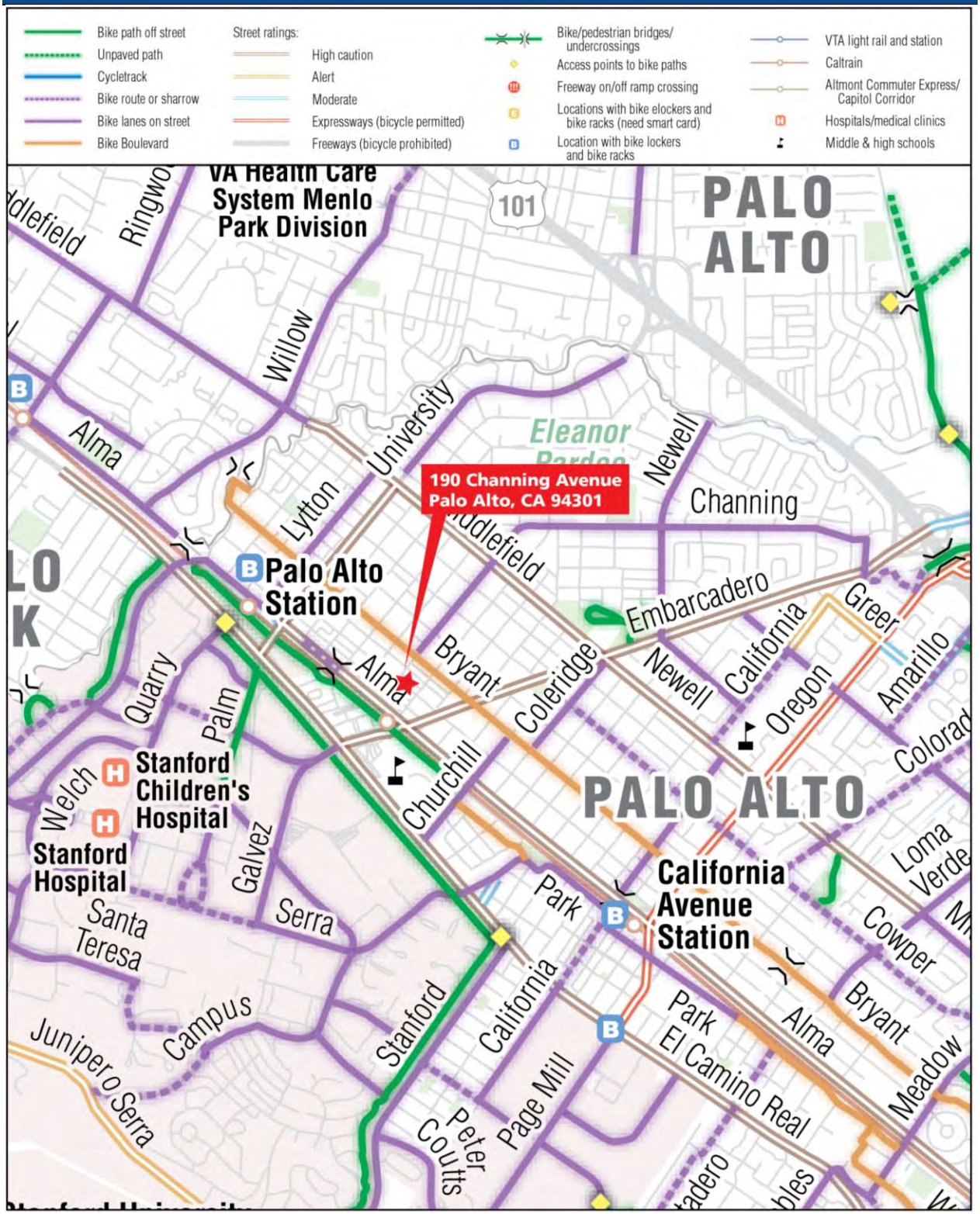
The project is surrounded by significant bicycle facilities in the City of Palo Alto. This location enjoys bicycle connections to regional bicycle facilities along Bryant Street, El Camino Real, and California Avenue. Class II bicycle lanes are marked on California Avenue for easy access to the California Avenue Caltrain Station.

The Palo Alto Caltrain Station is a four-minute bicycle ride from the project. The California Avenue Caltrain Station is an eight-minute bicycle ride. The City of Palo Alto supports a wide-range of bicycle facilities; however, some sections of El Camino Real are rated for extreme caution. A copy of the Santa Clara County Bikeways Map is shown on page 6, and the Mid-Peninsula Bicycle Map is provided on page 7.

[1] City/County Association of Governments (CCAG) of San Mateo County's Congestion Management Program.


Apple Palo Alto
4 min
0.8 mile
4 min
0.7 mile
4 min
0.6 mile
Palo Alto Transit Center
Palo Alto
El Camino Park
Alma St
Lytton Ave
Everett Ave
High St
Gilman St
Forest Ave
Homer Ave
Kipling St
Hewlett Packard Garage
Quarry Rd
Palo Rd
82
Alma St
Forest Ave
Ln 7 E
Ln 7 W
Homer Ave
Ln 8 W
Palm Dr
190 Channing Avenue

## Santa Clara County Bikeways Map



## Mid-Peninsula Bicycle Map

### *Transit Systems*

Transit services total more than 91 trips per day providing good transit connectivity for future employees and residents at the project site.

A transit access resource table, shown below, identifies the number of transit trips provided at this project. A VTA transit map is displayed on page 9, and the free Embarcadero Shuttle and VTA Bus Route 35 maps are provided as an attachment.

**190 Channing Avenue Transit Resources**

| Route # | Span of Service | # of Trips per Weekday | Communities Served |
|---|---|---|---|
| 35 VTA | 7 Days/Week 5:59 a.m. - 9:38 p.m. | 59 | Mountain View Station, San Antonio Transit Center, San Antonio & California, Middlefield & Charleston, Middlefield & Colorado, Middlefield & Embarcadero, Palo Alto Transit Center, and Stanford Shopping Center |
| Embarcadero Shuttle | 7 Days/Week 6:50 a.m. - 7:02 p.m. | 32 | Palo Alto Caltrain Station, Palo Alto High School, Middlefield/ Embarcadero, N California/Embarcadero, and Palo Alto Tech Center |
| **Total VTA Bus Trips/Weekday** | | **91** | |

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

## Santa Clara VTA Transit Map

### *First-mile San Francisco Chariot Shuttle to Caltrain*[2]

A new pilot shuttle, sponsored by the Palo Alto Transportation Management Association (TMA), now connects people who live in the Castro, Noe Valley and the Mission to the 22nd St. Caltrain station. The goal is to provide first-mile shuttle resources to connect Palo Alto employees to the Caltrain station. Shuttle rides are currently free.

Rides are provided in Chariot 14-passenger vans, with WiFi and bike racks. Routes, schedules, participation guidelines, instructions for creating an account, and a link to the survey to participate can be found here: [bit.ly/gfl-shuttle](bit.ly/gfl-shuttle)


[2] https://sites.google.com/view/greenfield-labs-shuttle/home

# SECTION II – TDM INFRASTRUCTURE AND PHYSICAL MEASURES

The following physical infrastructure measures are designed within the project to support alternative transportation commuters. These measures are TDM components that will be installed or built during the construction of the project.

## 4.0 PEDESTRIAN AMENITIES

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

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

- Locating the parking below grade.
- Recessing door and window features of the building to further the walkable area of the sidewalks.
- Constructing new curb, gutter, driveway approach and planter strip in the public right-of-way along the property frontage.
- Courtyard is accessible to public and passersby and public benches and art.
- There will also be “in ground” plantings and sidewalks.
- Planting new street trees, decorative paving, planter pots and improved lighting.

## 5.0 BICYCLE AMENITIES

### *Bicycle Storage – Long-Term and Short-Term*

Free Class I and Class II bicycle parking facilities will be provided on-site for bicycle commuters.

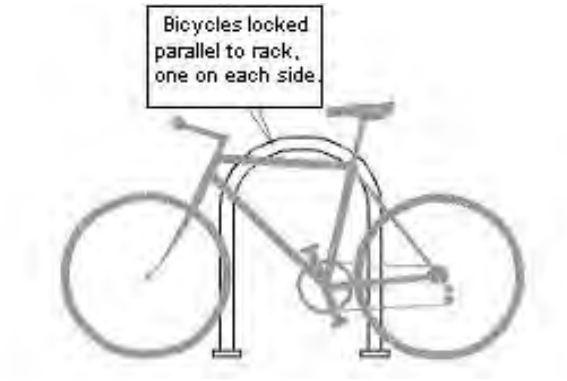
### *Long-Term Bicycle Parking*

Class I (long-term) secure and covered bicycle parking will include bicycle lockers or a bicycle room. Current plans indicate eight Class I parking facilities which exceed code requirements by 60 percent.

### *Short-Term Bicycle Parking*

Two Class II bicycle racks will be provided at the project which exceeds code requirements by 100 percent.

Below are examples of Class II (short-term) racks. Class II bicycle racks will be "U racks," or equivalent and must secure the frame and both wheels. Racks will be located near the building entrance within constant visual range; unless it is demonstrated that they create a public hazard or is otherwise infeasible. If space is unavailable near building entrances, the racks must be designed so that the lock is protected from physical assault.




## 6.0 PARKING MANAGEMENT

The willingness to participate in and the actual level of, employee ridesharing is directly linked to parking convenience, availability and parking cost.

### *Reduced Parking Supply*

There will be a total of 17 parking spaces at the 190 Channing Avenue project site. This represents a ten percent reduction of vehicle parking spaces. The City of Palo Alto's Zoning Ordinance number 4964 allows consideration for reduced parking when TDM programs are incorporated into the project.

Also, reduced or constrained parking supports trip reduction and TDM efforts and discourages single-occupant vehicle (SOV) commuting by limiting an abundance of easy and convenient parking options. Reduced parking availability enhances other alternative transportation mode options. The project proposes reduced on-site parking to further enhance its TDM efforts.

| | | |
|---|---|---|
| **Transportation and Parking Alternatives** | Where effective alternatives to automobile access are provided, other than those listed above, parking requirements may be reduced to an extent commensurate with the permanence, effectiveness, and the demonstrated reduction of off-street parking demand effectuated by such alternative programs. Examples of such programs may include, but are not limited to, transportation demand management (TDM) programs or innovative parking pricing or design solutions.[1] (note: landscape reserve requirement is deleted). | 20% of the total spaces required for the site |

### *Shared Parking*

The project has identified three garage parking spaces which can be shared during the day with residents or office employees. A shared parking arrangement helps to reduce overbuilding of parking facilities and reduces congestion in the parking lot of the project. Since the residential and commercial uses have different peak hours of parking demand, then they can share the some of the same parking spaces and create a more sustainable project.

## 7.0 TRANSPORTATION AND COMMUTE INFORMATION KIOSK

An information board or kiosk will be provided to the commercial and retail tenants for use by their employees. The kiosk will contain transportation information, such as transit schedules for VTA, Caltrain, shuttles; bike maps, City of Palo Alto TMA resources, and 511 ride-matching. Information will be updated periodically by the project Commute Coordinator. The kiosk may be a counter stand, wall-mounted or freestanding.

## 8.0 PROJECT AMENITIES

Amenities provide employees with a full-service work environment. Eliminating or reducing the need for an automobile to make midday trips increases non-drive-alone rates. Many times, employees perceive their dependence upon the drive-alone mode because of errands and activities they must carry out in different locations. By reducing this dependence through the provision of services and facilities at the work site, an increase in alternative mode usage for commute-based trips should be realized. A list of nearby amenities for the 190 Channing Avenue project includes:

- Restaurants, cafes/delis, coffee
- Shipping and postal services
- Daycare and preschool
- Car sharing opportunities
- Bike sharing opportunities
- Retail, grocery, personal services, and gifts
- Fitness, entertainment, health, and beauty
- Banks and ATMs

A more detailed list of nearby amenities and personal services within a ¼-mile walk from the project site is provided as an attachment.

# SECTION III – PROGRAMMATIC TDM MEASURES

## 9.0 PALO ALTO TRANSPORTATION MANAGEMENT ASSOCATION

### *Membership in the Palo Alto TMA*

The project may participate in TMA programs and resources. When memberships are offered, the project may join the Palo Alto Transportation Management Association (TMA) as an affiliate member. This will show community engagement and provide support for the TMA as it develops to serve employers and residents in the city.

The TMA[3] has many free employer services available, including:

- Personalized commute planning
- Print and digital information about commute alternatives
- Consultation about free and low-cost programs that can be offered to employees

Employee resources include:

- Free Transit program
- Free Lyft for Short Trips program
- Subsidized Carpool program via Scoop

## 10.0 TENANT SERVICES AND COMMUTER OUTREACH

Commute programs and benefits will be presented to the employees in a comprehensive and proactive manner along with other employee programs. This can be done via participation in, and support of, employee orientation forums or transportation fairs, transportation kiosk postings, employee newsletters, management bulletins, e-mails, etc.

### *TDM Program Manager*

Before occupancy, the project will designate a TDM Program Manager who will have the primary responsibility for implementing alternative commute programs and the elements outlined in this Plan. The TDM Program Manager may be a property manager, or an out-sourced TDM coordinator, who manages the TDM programs and annual reporting. The TDM Program Manager will be responsible for; providing commute program assistance to employees, producing on-site transportation fairs and promotional events, collaborating with transit and rideshare organizations to maximize on-site resource, conducting the annual survey and producing the annual summary report. Commute industry data supports the notion that a

[3] http://www.paloaltotma.org/app_pages/view/136

TDM Program Manager has a very positive impact on increasing and maintaining alternative mode use.

The TDM Program Manager will provide the following services:

- Promote trip reduction and air quality strategies to employees at the project site;
- Conduct new employee commuter orientation training and assistance.
- Maintain membership in the TMA (if required);
- Be the main point of contact for employees who wish to commute using an alternative transportation mode;
- Work with local agencies such as Caltrain, BART, SamTrans, 511 Rideshare, Silicon Valley Bicycle Coalition, and the Bay Area Air Quality Management District (BAAQMD);
- Develop and manage employee transportation and commute information, resources, and links, promotions, incentives, prizes or awards, spare the air notices, transit links, 511 ride matching, and other related information.
- Post informational materials in transportation kiosks and disperse alternative program information to employees, posters, fliers, banners, e-newsletters, new employee orientation, etcetera;
- Participate in the BAAQMD Spare the Air program to encourage employees not to drive to work alone;
- Coordinate various aspects of the program that require periodic updating or monitoring, management of the guaranteed GRH program, monthly rewards, car and vanpool registration, and bike locker assignment.

### *Tenant Performance and Lease Language – TDM Requirements*

For all tenants, the applicant will draft lease language or side agreements that require the identification of a designated employer contact responsible for compliance and implementation of the TDM program (including offering transit subsidies to all employees, annual survey and reporting, and the emergency ride home program).

The applicant will require tenants to provide one point of contact for implementation of this plan. The tenant/employer designated contact will coordinate closely with the project Commute Coordinator; maintain on-site TDM programs, employee education, and marketing; administer the annual surveys; and provide information continuity for the building owner/landlord and the City of Palo Alto. Features identified in the lease will also include the following TDM components:

- Tenant-driven TDM measures – required per lease
  - Transit subsidies made available to all employees

- Participation in the annual commute survey
- Provide an emergency ride home program for commuters
- Employee Commute Coordinator
- Participation in the Palo Alto Downtown TMA

The lease agreement language may also identify the tenant's share of potential penalties for failure to achieve an acceptable alternative mode-use rate, failure to participate in the annual employee commute survey, or failure to submit the annual report. The building management will be responsible for the project-wide tenant performance.

The lease language may be worded as follows:

> *Tenant hereby agrees to designate one of its employees to act as a liaison with the Landlord to facilitate and coordinate such programs as may be required by governmental agencies to reduce the traffic generated by the 190 Channing Avenue project as required by the City of Palo Alto as part of conditions of approval and to encourage the use of public transportation and ridesharing.*

### *Emergency Ride Home Program*

Tenants of the 190 Channing Avenue project will implement a free guaranteed emergency ride home (GRH) program. This program will be designed for employees who use alternative forms of transportation. All employees who commute to work using transit, bicycle, walking, carpool or vanpool will be guaranteed a free ride home in case of a personal emergency or when they unexpectedly must work late, thereby missing the last bus or their normal carpool home.

Rides may be provided via a choice of taxi, Uber or Lyft. Tenants will be able to set up corporate accounts with a vendor of their choice to offer this service to commuters.

### *Initial Tenant/Employer Commute Program Training*

As needed, the applicant or property management will provide 190 Channing Avenue TDM and commute program training and commute program start-up assistance for their tenants. A TDM resource representative will provide tenant training and commute program planning assistance.

The overarching goals of this support function are to reduce commute trips for employees, formalize tenant commute programs and assist with employee marketing and outreach. The TDM resource representative may assist building management in the preparation of tenant materials for new employee orientation, production of marketing events, development of commuter e-news articles, and support with employee assistance.

### *Employee Commuter Flier*

All future employees will be provided with an employee commuter flier. This flier will include (but is not limited to) information about carpool subsidies, transit opportunities, bicycle routes

and on-site amenities and resources. Fliers will be made available at the commute resources kiosks and integrated with tenant/employer information. A sample flier is provided below.

# 190 CHANNING AVENUE COMMUTER RESOURCES

**COMMUTER SUPPORT** – Find transportation and commuter information below.

### Transit and Shuttle Resources

FREE Embarcadero Palo Alto Caltrain Shuttle

Palo Alto Caltrain Station Information

Palo Alto Caltrain Station Map

VTA Transit System Map

SamTrans Transit System Map

FREE Transit Trip Planner

511 Transit Trip Tracker

FREE Trial Caltrain Passes *(San Mateo County and north areas only)*

### Carpool and Ride-Matching Resources

Palo Alto Scoop Carpool Incentive

- *Drivers receive rewards for every trip*
- *Passengers receive discounts for every trip*

Designated Carpool Parking (identify locations)

Other Regional Carpool Matching apps

511.org Carpool Rewards

511.org Vanpool Program

### Bicycle Resources

Bicycle Fixit Repair Station

San Mateo County Bike Map

Santa Clara County Bikeways Map

Regional City Bike Maps

Find a Bike Buddy to share the ride

511.org BikeMapper 3.1 BETA

Silicon Valley Bicycle Coalition

Bicycle Resource Guide

Mobile Bike Repair Service

### Commuter Incentives and Resources

Transportation and Commuter Kiosk Materials

Palo Alto Commuter Programs

511.org Commuter Rewards

Bay Area Spare the Air Alert Notices

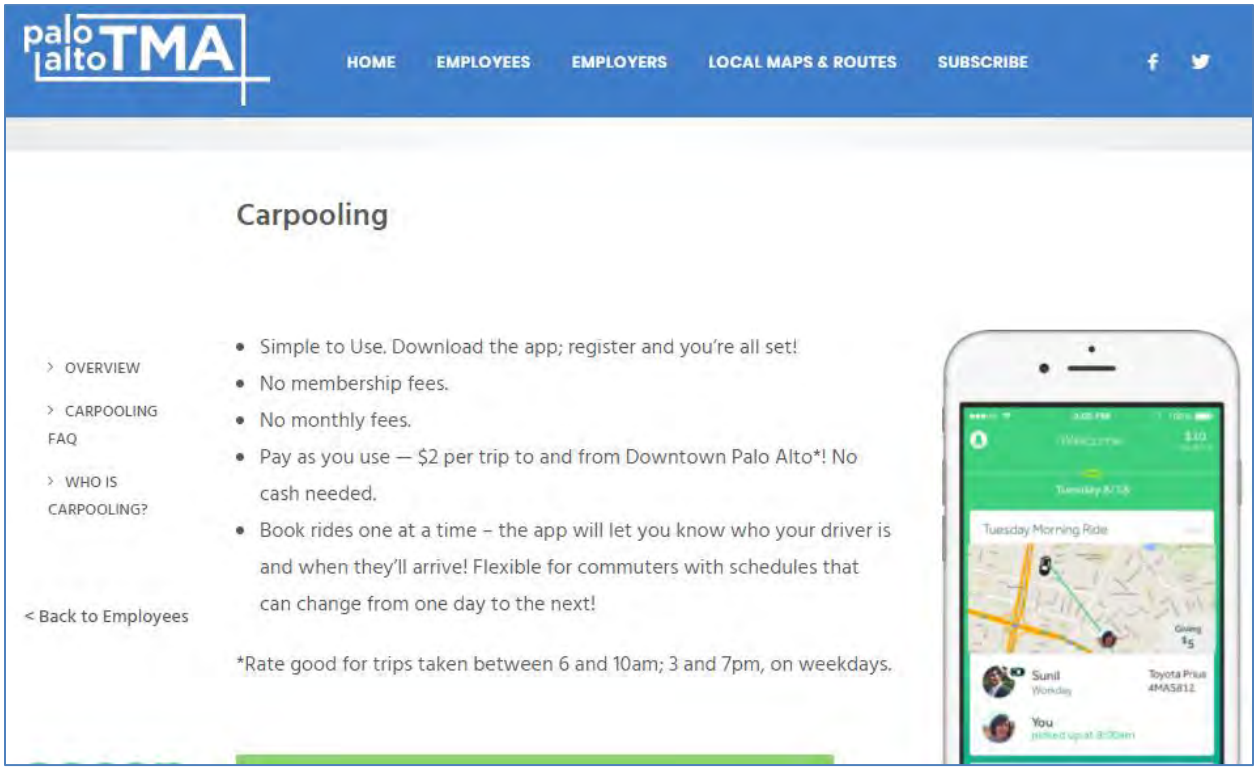
Commute.org Commuter Rewards *(San Mateo County and north areas only)*

## 11.0 CARPOOL AND VANPOOL RIDE-MATCHING PROMOTIONS

Carpooling and vanpooling will be strongly encouraged at the project.

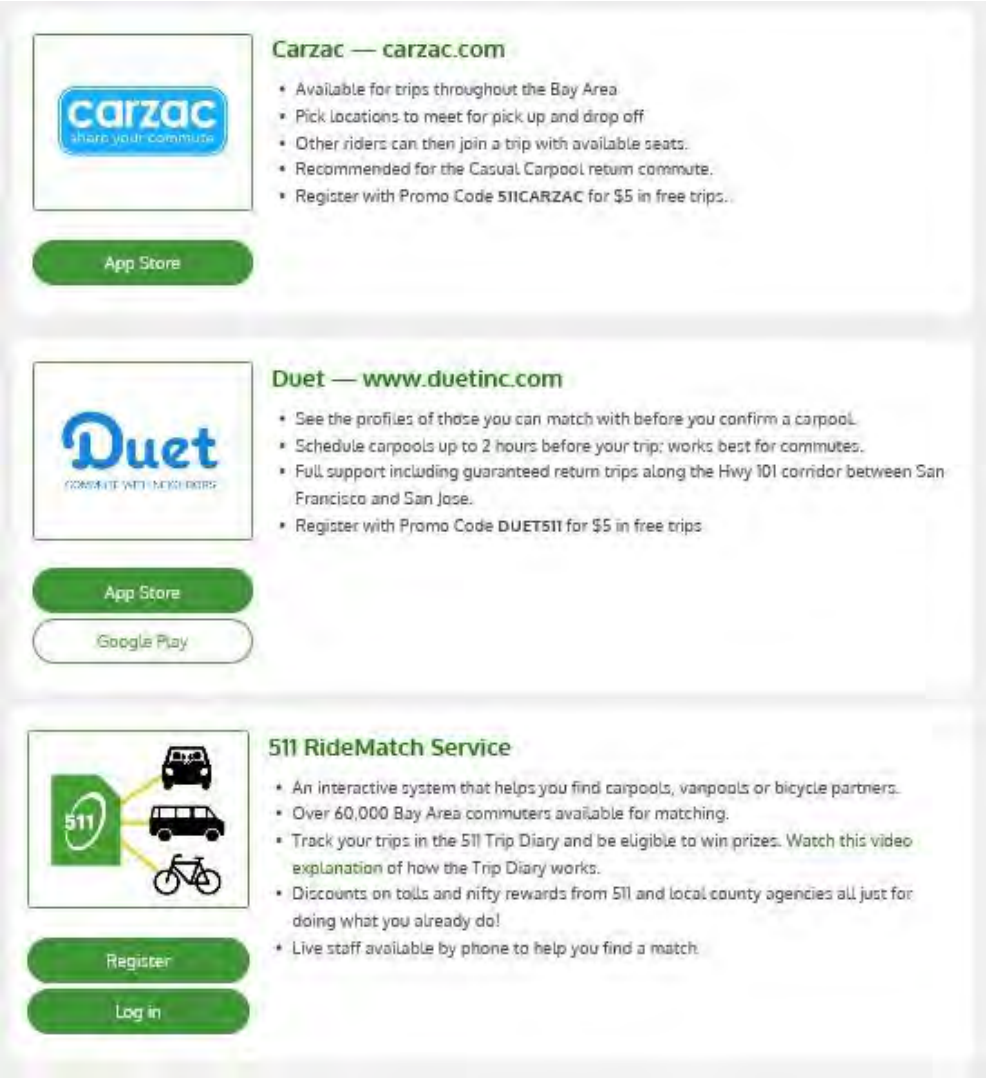
### *Palo Alto Scoop Carpool Promotions*

The City of Palo Alto's TMA offers employees a discounted carpool incentive for those who find a ride match through the Scoop app. The City's program provides a $2 per trip incentive for both a drive and passenger. Drivers receive extra reward payment, and passengers receive a per-trip discount.




### *Regional Ridematching Resources*

The 511 Rideshare program provides individuals with a computerized list of other commuters near their employment and residential ZIP code, along with the closest cross street, phone number and hours commuters are available to commute to and from work. Individuals are then able to select and contact others with whom they wish to commute. The prospective carpooler will also be given a list of existing carpools and vanpools from their residential area that they may be able to join should vacancies exist. A sample of ridematching apps include the following:




## 12.0 LYFT FOR SHORT TRIPS RESOURCES

The Palo Alto TMA offers a monthly subsidy for commuters to use Lyft for rider directly to their worksite in downtown or to the Caltrain station. The goal is to provide mobility for those without vehicles or to encourage commuters to leave their vehicles parked. This program is only available to commuters who live in and work in Palo Alto and earn less than $50,000 per year. More information can be found at http://www.paloaltotma.org/first-mile/.

## 13.0 BICYCLE RESOURCES

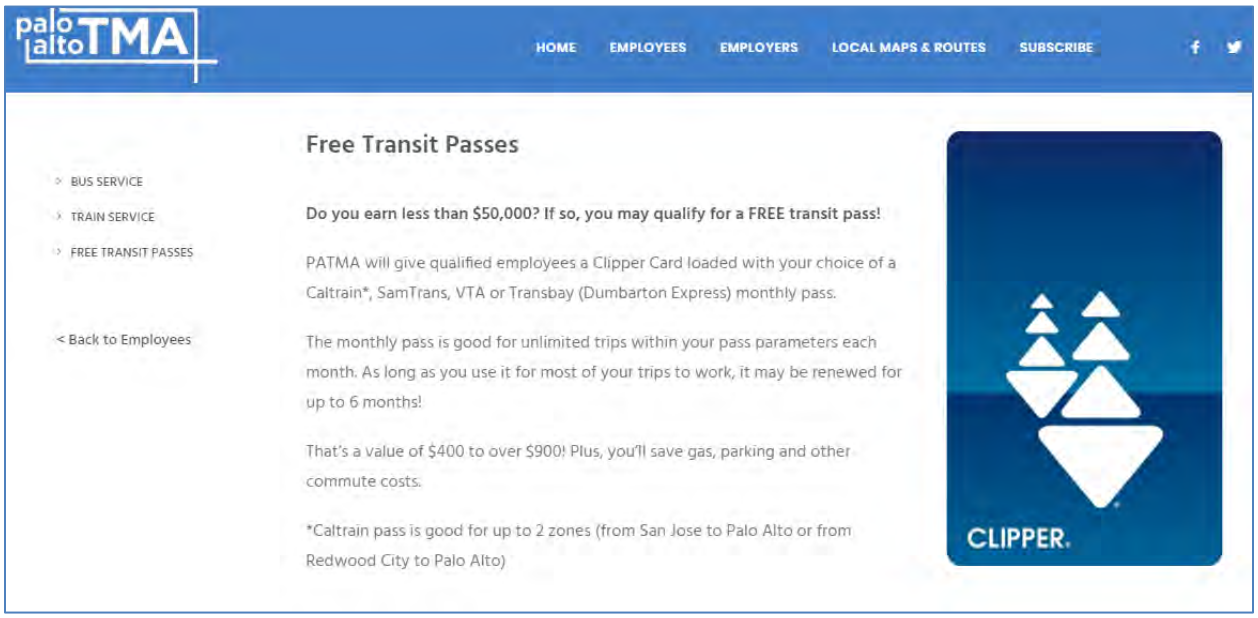
Bicycle commuters looking to find a riding partner can log on to bicycling.511.org/ for more information. The 511 system provides significant resources for bicycle commuters including:

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


## 14.0 TRANSIT RESOURCES

### *Palo Alto Free Transit Passes*

Employees who earn less than $50,000 per year may qualify for a free transit pass through the Palo Alto TMA. This free transit pass offers commuters a monthly pass on Caltrain, SamTrans, VTA or the Dumbarton Express. More information can be found at http://www.paloaltotma.org/transit/.

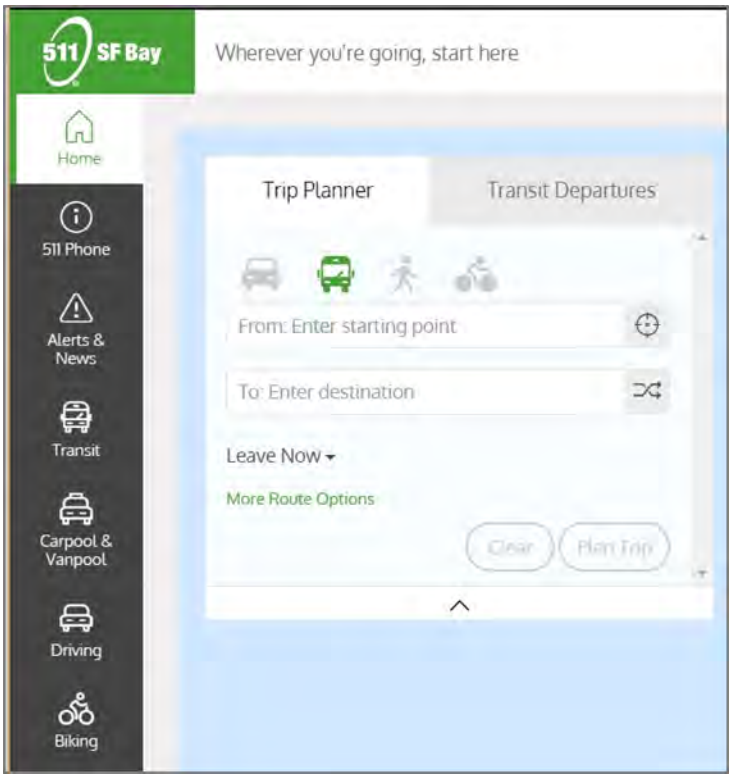


### *Transit Trip Planning*

Employees who work at 190 Channing Avenue can utilize a variety of regional and local commuter resources. The following is a summary of commuter services and options for employees. Online transit trip planning services are a useful tool for planning public transit trips. The San Francisco Bay Area 511.org site is a useful tool for planning public transit trips that suit the needs of the transit user. This free service can be found online at www.511.org.

Other Transit Resources include online applications and mobile device applications.

The 511 Transit App, designed for iPhone and Android, provides door-to-door transit trip planning for more than 30 transit agencies and finds scheduled departure times for transit stops throughout the region. This app provides complete transit agency coverage for the San Francisco Bay Area. It quickly finds transit trip options based on selected start and end points. Third party apps can be found at 511.org/apps-3rd-party-apps.asp.



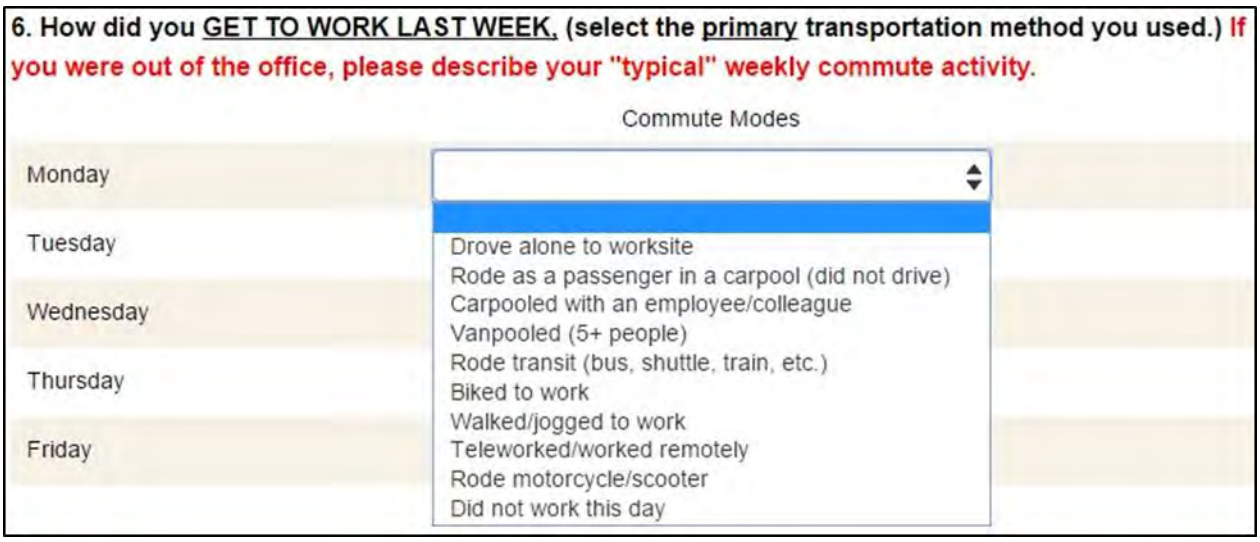

Google has also collaborated with select regional transit agencies to provide a public transit planner for riders of VTA, AC Transit, and BART. This free service can be found online at www.google.com/transit.

# SECTION IV – MONITORING AND REPORTING

This TDM plan identifies measures and programs to achieve the target of reducing weekday evening peak period motor vehicle trips to the site by a minimum of 45 percent, consistent with the City of Palo Alto's Comprehensive Plan trip reduction goals for the Downtown area.

### *Internal Employee Commute Survey*

A five-day commute survey will be engaged each year to evaluate and ensure the success of the TDM measures. Survey data can be used to focus TDM marketing and the efforts of the TDM Program Manager and the Employee Commute Coordinator to maintain the project's commitment to reduce vehicle trips at the site. Below is a sample of the survey that questions employees about their typical daily commute activities.




The TDM survey report will include a determination of employee commute methods provided by information obtained from a survey of all employees working in the buildings. The summarized results from the employee survey will provide both quantitative data (e.g., mode split) and qualitative data (e.g., employee perception of the alternative transportation programs).

If the trip reduction rates have not been achieved, the report will explain how and why the goal was not reached and specify additional measures and activities that will be implemented in the coming year to improve the mode-use rate. Survey data may then be used to focus TDM marketing and the efforts of the TDM Program Manager and the ETC to maintain the project's trip reduction commitment. If necessary, the TDM program could be re-tooled to change or enhance the project's alternative commute mode-use engagement. The initial annual employee survey (and subsequent surveys) will be conducted in the second or fourth quarter of each year.

### *Annual Driveway Hose Count*

The project is required to conduct driveway counts. The counts must be prepared by an independent, licensed consultant, or qualified third party, and paid for by the property owner, or tenant.

The driveway counts and resulting data will be submitted to the Chief Transportation Official two years after building occupancy and every year after that noting the effectiveness of proposed measures as compared to initial targets and, if necessary, modifications to the plan to meet the required performance target.

At a minimum, the monitoring activities shall include driveway tube counts to determine project daily and peak hour vehicle trip generation by methods described in the current edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). The report should be compared to the baseline ITE estimated trips to determine if the 45 percent reduction of evening peak-hour vehicle trips was achieved. Where monitoring reports indicate the target was not met, the Director may require modifications or impose penalties if the deficiencies are not addressed within six months (PAMC 18.52.050(d)(4)).

# SECTION V – RESIDENTIAL TDM MEASURES

## 15.0 RESIDENTIAL TDM MEASURES

The residential component of the project includes four condominium units.

The location and features of the residential units are well-suited to meet the changing needs of today's commuter. The project is located within walking distance (one quarter mile) of four VTA bus routes. Combined, these transit resources provide more than 428 daily trips per day that serve residents leaving the site, including connectivity with the San Francisco International Airport.

Also, the project is adjacent to Class II bike lanes along California Avenue, creating easy bicycle commuting access. Secure on-site bicycle parking will encourage bicycle commuting to and from the site. There are also significant on-site and nearby amenities (e.g., fitness center, restaurants, retail shopping, recreation, ATM/banking) located within an easy walk to provide residents and employees many conveniences – thereby alleviating the need to use a vehicle.

Residents of this project will enjoy access to commuter and transportation resources within the commercial areas of the building. Residents may take advantage of the various commuter features that are offered to the office employees at the site. Before occupancy, the sales agent will provide alternative transportation information to homeowners. After occupancy, the HOA

representative (or outsourced TDM vendor) will maintain resident communications and information about transportation and alternative resources.

Benefits include:

- Resident commuter resource welcome packet
- Secure on-site bicycle amenities and parking
- Resident electronic commuter resource flier
- Access to local City bikeshare opportunities

Below are the details of resident TDM measures.

### *TDM Disclosure in Sales/Rental Materials*

Sales agents for the residential units will disclose at the time of touring the facility, to prospective owners, the various trip reduction and green features of the project. Sales contracts will include disclosures regarding the TDM Plan and goals of the project for occupants to use alternative transportation modes.

### *Covenants, Conditions, and Restrictions*

The 190 Channing Avenue project will include CC&Rs for the project that records the TDM Plan. In this manner, the CC&Rs will maintain the longevity of the program and the need for a designated HOA representative for all residents.

CC&Rs will record the TDM Plan for the project to provide homeowners or their HOA with the responsibility for its ongoing implementation. Incorporating TDM programs into the CC&Rs of property ensures that the TDM goals remains a component of the site. Sample CC&R language is provided below:

***Transportation Demand Management Plan (TDM).*** *The Property (and each and every portion thereof) and every Owner and Occupant thereof shall be subject to and shall abide by and satisfy each and all of the provisions and obligations contained in that certain Transportation Demand Management Plan for the (190 Channing Avenue project) approved by the City of Palo Alto (Date, Year - to be provided by client), applicable to the Property and/or each Parcel therein, including any obligations to provide funding and resources to implement the Transportation Demand Management Plan, and compliance with any applicable requirements of any condition of approval enacted by the City of Palo Alto applicable to the Property or to Santa Clara County generally.*

***Mutuality, Reciprocity:*** *Runs with Land. All restrictions, conditions, and covenants contained herein, by reference or otherwise, are made for the direct mutual and reciprocal benefit of each and every portion of the Property; shall create mutual, equitable servitudes upon each portion of the Property in favor of every other portion; shall create reciprocal rights and obligations between the respective Owners of all portions of or interests in the Property and privity of*

*contract and estate between all grantees of said portions or interests therein and their Successors; and shall, as to each Owner and its Successors, operate as covenants running with the land for the benefit of all other portions of the Property. The Property, and every part thereof or interest therein, shall hereafter be held, transferred, sold, leased conveyed and occupied subject to the covenants, conditions and restrictions herein set forth, each and all of which is and are for, and shall ensure to the benefit of and shall apply to every Owner and/or Occupant thereof, and their Successors.*

### *Resident Welcome Commuter Resource Packet*

Before occupancy, all residents will receive an information packet containing on-site commuter amenities (electric vehicle parking spaces, bicycle parking, commuter kiosk, etc.) and alternative transportation opportunities. The Resident Commuter Packet will include transit and local shuttle maps and schedules, bicycle maps, and trip planning resources.

### *Resident Bicycle Parking*

Condominium owners will be provided with a free Class I bicycle parking facility, within the project to accommodate their bicycles. Resident bicycle parking will use secure, covered, and caged area of the garage and within their units.

### *Electronic Resident Transportation Resource Flier*

An electronic resident commuter resource flier, like the employee flier, will be created to highlight nearby transit opportunities, and resource links to ridesharing, bicycle, commuter, and car sharing resources. The property manager will email residents the electronic transportation flier for easy access to commuter links.

### *Transportation and Commute Kiosk*

All residents/occupants will have access to the commuter kiosk located in the commercial section of the project. Access to rideshare, transit, and bicycle materials will be a key outreach tool for those who reside at the site.

## 16.0 CONCLUSION

The 190 Channing Avenue TDM Plan was developed to meet the specific needs for the project, considering logistical resources and opportunities of the site. From conception, the applicant has been committed to an integrated project design that enhances pedestrian, bicycle and community opportunities.

The orientation of TDM features for this project will increase opportunities for pedestrian, bicycle, carpool, transit, and shuttle uses.

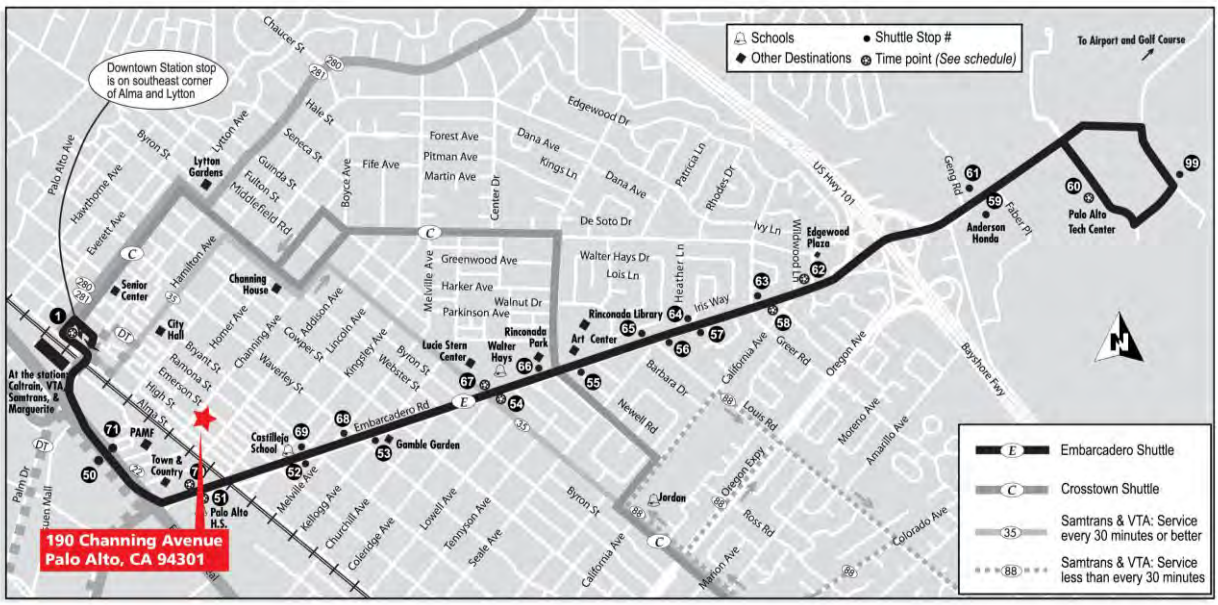
The applicant is committed to reducing 45 percent of evening peak-hour vehicle trips and increasing alternative transportation mode-uses. This TDM Plan provides the details of the applicant's commitment to the City of Palo Alto in support of a 10 percent reduction in parking.

The 190 Channing Avenue project supports the City of Palo Alto's policy of focusing clustered development along major transportation corridors, as well as reinforces the City of Palo Alto's Green goals and practices. By balancing air quality with economic growth, the 190 Channing Avenue project will help Palo Alto thrive as a community. It is projects like these that will contribute to the City of Palo Alto's future livelihood.

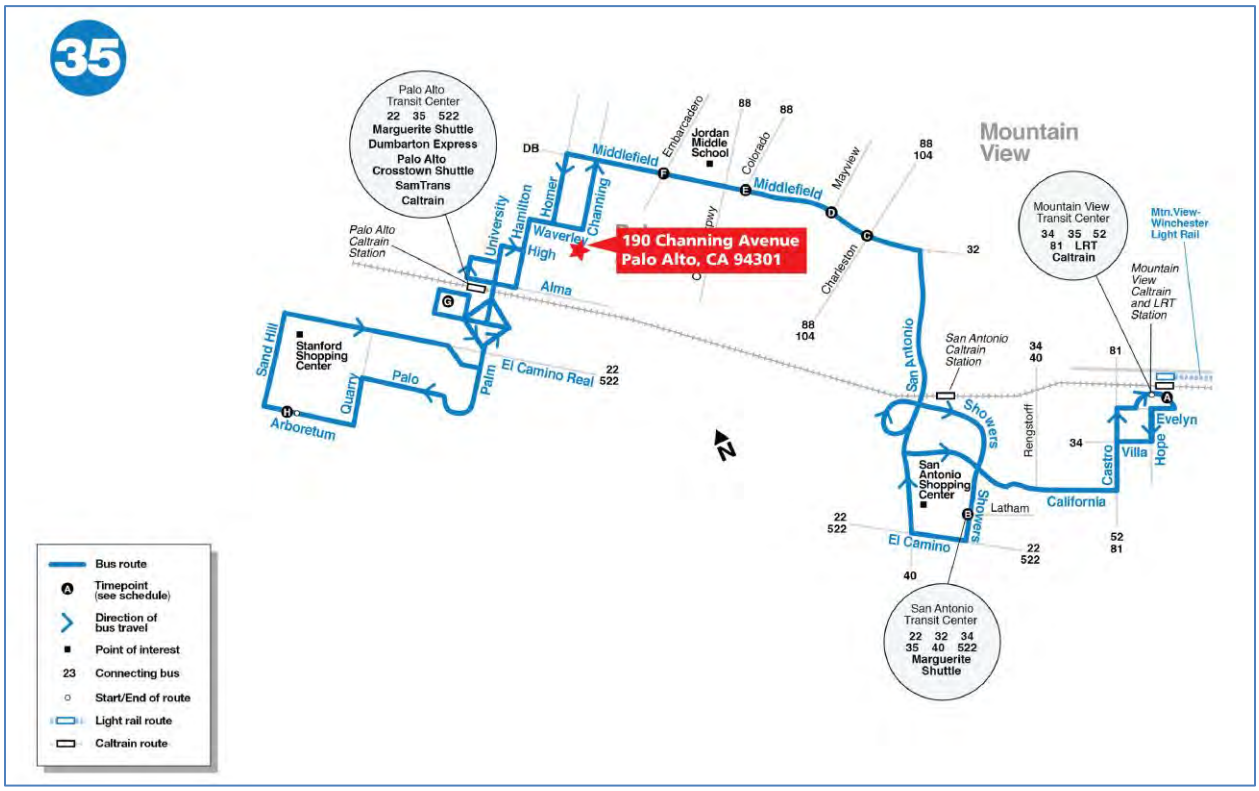
# ATTACHMENTS

*Embarcadero Shuttle Map*
*VTA Bus Route 35 Map*
*List of Nearby Amenities – 0.25 miles or less from 190 Channing Avenue*
*(Personal services, restaurants, coffee, retail/sundry, banking, etc.)*

# *Embarcadero Shuttle Map*




# *VTA Bus Route 35 Map*



## List of Nearby/Offsite Amenities Located 0.30 or Less Miles
## 190 Channing Avenue, Palo Alto, CA

| Restaurants, Cafes/Delis, Coffee, and Bakeries | Phone # | Distance Away |
|---|---|---|
| **The Annex at Saint Michael's Alley**<br>806 Emerson Street, Palo Alto, CA | 650-326-2530 | 495 ft. |
| **Saint Michael's Alley**<br>140 Homer Avenue, Palo Alto, CA | 650-326-2530 | 0.10 mile |
| **Peet's Coffee**<br>153 Homer Avenue, Palo Alto, CA | 650-325-2091 | 0.10 mile |
| **La Morenita**<br>800 Emerson Street, Palo Alto, CA | 650-329-1727 | 0.10 mile |
| **Buca di Beppo Italian Restaurant**<br>643 Emerson Street, Palo Alto, CA | 650-329-0665 | 0.20 mile |
| **Pizzeria Delfina**<br>651 Emerson Street, Palo Alto, CA | 650-353-2208 | 0.20 mile |
| **Dan Gordon's**<br>640 Emerson Street, Palo Alto, CA | 650-324-1960 | 0.20 mile |
| **Tacolicious**<br>632 Emerson Street, Palo Alto, CA | 650-838-0500 | 0.20 mile |
| **Philz Coffee**<br>101 Forest Avenue, Palo Alto, CA | 650-321-2161 | 0.20 mile |
| **Reposado**<br>236 Hamilton Avenue, Palo Alto, CA | 650-833-3151 | 0.30 mile |
| **Fraiche Yogurt**<br>200 Hamilton Avenue, Palo Alto, CA | 650-838-9819 | 0.30 mile |
| **Coconuts**<br>642 Ramona Street, Palo Alto, CA | 650-329-9533 | 0.30 mile |
| **Retail** | **Phone #** | **Distance Away** |
| **Peninsula Creamery – Dairy Store & Grill**<br>900 High Street, Palo Alto, CA | 650-323-3175 | 276 ft. |
| **Hassett Ace Hardware**<br>875 Alma Street, Palo Alto, CA | 650-327-7222 | 0.10 mile |
| **Cassis**<br>206 Homer Avenue, Palo Alto, CA | 650-327-2997 | 0.10 mile |
| **Bryn Walker**<br>212 Homer Avenue, Palo Alto, CA | 650-322-9983 | 0.10 mile |
| **Whole Foods Market**<br>774 Emerson Street, Palo Alto, CA | 650-326-8676 | 0.10 mile |
| **Ambiance Interiors**<br>1027 Alma Street, Palo Alto, CA | 650-494-0161 | 0.20 mile |
| **Romi**<br>624 Emerson Street, Palo Alto, CA | 650-322-7664 | 0.20 mile |
| **Velo Tech**<br>732 Emerson Street, Palo Alto, CA | 650-462-0789 | 0.20 mile |
| **McRoskey Mattress Company**<br>220 Hamilton Avenue, Palo Alto, CA | 650-327-1966 | 0.30 mile |

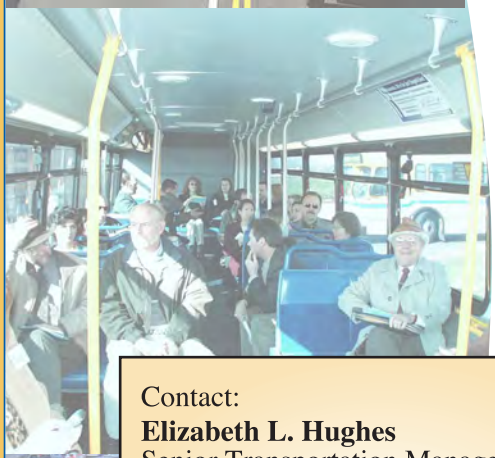
| | | |
|---|---|---|
| **Tallman's House of Foam**<br>150 Hamilton Avenue, Palo Alto, CA | 650-327-4300 | 0.30 mile |
| **Health, Beauty & Fitness** | **Phone #** | **Distance Away** |
| **Watercourse Way Bath House Spa**<br>165 Channing Avenue, Palo Alto, CA | 650-462-2000 | 121 ft. |
| **Rocket Salon**<br>933 Emerson Street, Palo Alto, CA | 650-326-4598 | 328 ft. |
| **BareBones Training**<br>937 Emerson Street, Palo Alto, CA | 650-269-3748 | 344 ft. |
| **Reach Pilates Studio**<br>833 Emerson Street, Palo Alto, CA | 650-289-9459 | 354 ft. |
| **Uforia Studios**<br>819 Ramona Street, Palo Alto, CA | 650-329-8794 | 0.10 mile |
| **Reach Fitness Club**<br>707 High Street, Palo Alto, CA | 650-327-3224 | 0.20 mile |
| **Vivre**<br>611 Emerson Street, Palo Alto, CA | 650-328-2820 | 0.30 mile |
| **YogaSource**<br>158 Hamilton Avenue, Palo Alto, CA | 650-328-9642 | 0.30 mile |
| **Service** | **Phone #** | **Distance Away** |
| **Jacquie's Sew & Sew**<br>847 Emerson Street, Palo Alto, CA | 650-494-1935 | 243 ft. |
| **Emerson Laundry Cleaners**<br>926 Emerson Street, Palo Alto, CA | 650-326-6926 | 266 ft. |
| **Village Cobbler**<br>825 Emerson Street, Palo Alto, CA | 650-328-7698 | 404 ft. |
| **Palo Alto Speedometer**<br>718 Emerson Street, Palo Alto, CA | 650-323-0243 | 0.20 mile |
| **Entertainment** | **Phone #** | **Distance Away** |
| **Palo Alto History Museum**<br>300 Homer Avenue, Palo Alto, CA | 650-322-3089 | 0.20 mile |
| **The Museum of American Heritage**<br>351 Homer Avenue, Palo Alto, CA | 650-321-1004 | 0.30 mile |
| **Downtown Library**<br>270 Forest Avenue, Palo Alto, CA | 650-329-2436 | 0.30 mile |
| **Transportation, Shipping & Storage** | **Phone #** | **Distance Away** |
| **High Street Automotive**<br>904 High Street, Palo Alto, CA | 650-323-1137 | 476 ft. |
| **Heinichen's Garage**<br>960 High Street, Palo Alto, CA | 650-328-4488 | 0.20 mile |
| **Palo Alto Bimmer**<br>799 Alma Street, Palo Alto, CA | 650-999-0631 | 0.20 mile |
| **Banks & ATM** | **Phone #** | **Distance Away** |
| **San Mateo Credit Union**<br>616 Ramona Street #3, Palo Alto, CA | 650-363-1725 | 0.30 mile |

| Daycare | Phone # | Distance Away |
|---|---|---|
| **Downtown Palo Alto KinderCare**<br>848 Ramona Street, Palo Alto, CA | 650-473-1100 | 469 ft. |

# TDM SPECIALISTS, INC. QUALIFICATIONS

TDM SPECIALISTS, INC.

*A Transportation Demand Management Company*

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

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

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

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

## *Transportation Demand Management*

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

## *Commute Program Implementation*

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

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

## *Sustainable Air Quality and Greenhouse Gas (GHG) Solutions*

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

Contact:
**Elizabeth L. Hughes**
Senior Transportation Manager

**TDM Specialists, Inc.**
3609 Bradshaw Rd., Suite H #242
Sacramento, CA 95827

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

TDM SPECIALISTS, INC.

*A Transportation Demand Management Company*

# Areas of Expertise

## Traffic Mitigation

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

## Parking Mitigation

Parking Demand Reduction
Parking Management Strategies
Parking Constraints Solutions

## Entitlement

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

## Sustainability

Greenhouse Gas Emission Reductions
Supporting LEED Components
Air Quality Mitigation Plans

### TDM Applications

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

### Development, Property Management and Employer Projects

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

### Municipal & Agency Locations

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

### Biotech, Pharmaceutical and Hospital Projects

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

| | |
|---|---|
| **From:** | Richard Brand |
| **To:** | Brennan, Phillip |
| **Cc:** | Shikada, Ed; Holman, Karen; Keene, James |
| **Subject:** | 190 Channing Ave, file 18PLN-00043 |
| **Date:** | Monday, February 26, 2018 12:11:31 AM |

Phillip:
Thanks for your notice.
This letter is my family's response to your request for feedback to this proposed new development structure which falls within the SoFA 2 Co-ordinated Area Plan (CAP) ordinance regulations. The zoning for the 190 Channing area is RT35, however the binding requirements for new structures in the area is detailed in this SoFA Planning document. In the introduction to that document (SoFA 2 Co-ordinated Area Plan) it states: "It is a document that is intended to preserve the primary features of the existing character of a unique area within the City of Palo Alto." As a neighbor to this area, I attended many of the meetings and as such contributed to the wording of the CAP.
So I can say with clarity that the structure for this location does not fit within the guidelines of the CAP and permission to construct must be denied. Here are some of the reasons for our recommendation.

1) Lack of compatibility. Sect 4.010 of the CAP details the compatibility **requirements** *(emphasis mine)* for "New and remodeled structures". In para (a) it states "A compatible building design is one that supports and reinforces the shared architectural and site features of neighboring properties." This design has none of this reinforcement.

2) Policy CF-3 page 27, Compatibility with historic structures and other existing structures**.** It states that : "The design guidelines included in the CAP encourage the scale, bulk and mass of buildings and their architectural components to be compatible with that of existing structures in the neighborhood."
Directly across Channing from this proposed development is a historic structure pictured in section 6.030 page 83. Clearly this new proposed structure has no compatibility with the surrounding structures as listed in the SoFA 2 Co-ordinated Area Plan.

As an affected neighbor, this is my initial response based on compatibility with the SoFA 2 planning district in which this development is proposed. There are other questionable living area/provided parking supply issues in the plan that need further study by Staff.

Bottom line though is that this development is in no way in conformance with the CPA zoning ordinance that is the primary planning ordinance applicable to new buildings in this area around 190 Channing.

Sincerely,
Richard C. Brand
Carol Malcolm
Professorville Historic District

HAYES GROUP ARCHITECTS

September 18, 2018

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

**Re: 190 Channing Avenue**

To Planning Staff and ARB Members:

Attached is Hayes Group Architect's submittal package for 190 Channing for formal ARB review. The project applicant is Hayes Group Architects on behalf of our client, Cole Dawson.

The site, located on the south corner of Emerson and Channing in the SOFA II area has an existing structure, the former DM Auto Service and parking lot. Across Channing is a medical office building and parking lot. Across Emerson is the Jewish Family and Children's Services building. The adjacent site on Emerson is a vacant lot as is the lot behind fronting onto High Street.

The existing, one-story building will be demolished. The existing floor area of 1,951 sf is occupied by an investment consulting office space.

**1. PROPOSED PROJECT**

Mr. Dawson, our client, loves Palo Alto and wishes to make a home and office here. He bought the property three ago and hired Hayes Group Architects to design a mixed-use office and residential building for himself and his spouse.

The three-story building proposes four residential condominiums comprised of three, one-bedroom units, and one studio. All the units live to the outside where each enjoys a rooftop terrace. The average size of the four units is 1,139 sf well below the maximum average of 1,250 sf for the SOFA II district.

The ground floor accommodates 2,978.7 sf of office space, replacing the existing office space of 1,951 sf, an increase of 1,027.7 sf. The office space has abundant glass exposure to connect the inside to the outside patios, planters and pedestrian amenities. Access to the office areas is from the sidewalk on Channing either through the public patio space or directly from the sidewalk. Access to the residential units is from the sidewalk thru the same exterior patio. A centrally planned stair and elevator provide vertical access the units above. An additional stair connects the garage below to the ground floor. Having this stair serve only the basement reduces the height of the stair element and provides second floor outdoor common space for the tenants.

The concept for the building is to define a simple, two-story, building form, not unlike other buildings in the neighborhood, that is carved out to define the living and working spaces on the first two floors. The third floor, the

owner's unit, sits atop this two-story form as a light and airy penthouse with outdoor roof terraces and lots of windows for enjoying the third-floor views. Most of the third floor is set back from the main building below, especially along Emerson as it enters a more residentially scaled neighborhood and the third floor virtually disappears. Deep solar shading canopies protect the extensive windows from excessive heat gain and provide covered outdoor spaces for the owner's enjoyment.

The total floor area is 8,681.7 sf, of which 2,978.7 sf is office and 5,703 sf residential. This area is below the 8,769 sf permitted under a 1.15 FAR of which 0.40 FAR is permitted for the commercial portions.

The proposed building is 35'-0" tall and conforms to the height limit. There is no daylight plane as the site is not contiguous to a residential property.

The proposed setbacks along the two street frontages vary in accordance with the immediate development pattern. Along Channing the setback is just enough for an integral planter buffer as this edge relates to the Jewish Family and Children's Services Center across Emerson on Channing where there is no setback. The edge along Emerson is also setback, but the street corner is defined, and has a buffer of potted plants along its length. The buildings further down Emerson vary in setback and there is no defined edge.

Materials include a CIP integrally colored concrete base for the planters and stairwell, which support a two-story limestone building form that transitions to a metal, glass and wood third floor penthouse. Railings are to be glass adding to the transparency and reducing the perceived building height.

**2. PARKING & BICYCLE SPACES**

Parking for the project is provided in an underground garage accessed from Emerson Street. A total of 19 parking spaces are required. A parking reduction of 10% is being requested as is permitted for mixed-use projects so 17 spaces are being provided both in puzzler lifts and single spaces. All parking spaces would be unassigned.

Two short-term bicycle spaces will be provided in front of the building on Channing. Five long-term bicycle lockers will be provided in the underground garage.

Two EV spaces will be installed in the garage, one residential and one commercial, while six EVSE conduit ready spaces will be accommodated in the puzzler lift. We have been in discussions with Klaus, a manufacturer of lifts, and they have confirmed that EV spaces can be accommodated within their lift system.

**3. TRASH/RECYCLING**

A combined trash and recycling enclosure is proposed at the western edge of the building that will be accessed from Channing Street. Due to the size of the project one combined enclosure is proposed instead of separate facilities for residential and commercial uses. The pavers outside of the trash enclosure are permeable pavers for the protection of the Oak tree.

HAYES GROUP ARCHITECTS

**4. GREEN BUILDING STANDARD**

In accordance with the city's Green Building Ordinance, the building will satisfy requirements for Cal Green-non Residential Tier 2 for the commercial as well as Cal Green-Residential Tier 2 for the multi-family along with the Energy Reach Code requirements.

**5. PRELIMINARY HEARING COMMENTS**

At our preliminary hearing on June 16, 2016 we heard the following concerns:

1. Retail does not work in this area and puzzler lifts do not support retail well;
2. Create more landscaping and pedestrian amenities;
3. Reduce the perception of the large upper floor balconies;
4. Consider stepping the building back and giving it a two-story appearance as it transitions down Emerson street;
5. Pay more attention to the health of the existing Oak tree on the adjacent site at 901 High Street.

We look forward to discussing the project at the ARB hearing and eventually proceeding with the development of this project.

Please call me at (650)365-0600x15 if you have any questions.

Sincerely,

Ken Hayes, AIA
Principal

cc: Mr. Cole Dawson

CITY OF PALO ALTO

# Notice of Exemption

**Project Title:** 190 Channing Avenue Mixed-Use Project

**Project Location** (include county)**:** 190 Channing Avenue, Palo Alto, CA 94301 (Santa Clara County)

**Project Description:**
The proposed project involves demolition of the existing 1,951-square-foot building and construction of ±2,980 square feet of commercial space and 4 residential rental units at 190 Channing Avenue. The project would result in a net increase of 1,029 square feet of commercial space. The proposed building has three stories above grade and one level of underground parking.

**Name of Public Agency Approving Project:** City of Palo Alto

**Name of Person or Agency Carrying Out Project:** Ken Hayes, Hayes Group Architecture (on behalf of Cole Dawson, property owner)

**Exempt Status:** (*check one*)

☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☑ Categorical Exemption: 15332 In-fill Exemption
☐ Statutory Exemptions. State code number

**Reasons why project is exempt:**

See attached documentation

**Project Planner: Claire Hodgkins, AICP E-mail: Claire.Hodgkins@cityofpaloalto.org**

**If filed by applicant:**
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? □ Yes ☒ N/A

| | *Planner* | *February 7, 2019* |
|---|---|---|
| *Signature* (Public Agency) | *Title* | *Date* |

# Documentation of Project's Eligibility for Class 32 Categorical Exemption Under CEQA

The City has determined that the proposed 190 Channing Avenue Mixed-Use Project is categorically exempt from CEQA under Class 32 (In-fill Development Projects). CEQA Guidelines §15332 reads: "Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section." The information herein documents the project's compliance with these conditions in addition to confirming that no exceptions to the exemptions, as outlined in CEQA Guidelines §15300.2, apply to the project.

| Class 32 Exemption Condition | Complies? |
|---|---|
| a. *The project is consistent with the applicable general plan policies as well as with applicable zoning designation and regulations* | ■ |
| b. *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses* | ■ |
| c. *The project site has no value as habitat for endangered, rare, or threatened species* | ■ |
| d. *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality* | ■ |
| e. *The site can be adequately served by all required utilities and public services* | ■ |

*a. The project is consistent with the applicable general plan policies as well as with applicable zoning designation and regulations*

The project site's Comprehensive Plan Land Use Designation is "SOFA II CAP", which references the area covered under Phase 2 of the South of Forest Area (SOFA) Coordinated Area Plan (CAP). One goal of the SOFA II CAP was to "support mixed-use development with any additional floor area over and above that which is permitted under the existing zoning to be used for additional housing." One of the most important considerations in the SOFA II CAP planning effort was an identified need to provide "a number of new residential units near the downtown to respond to the area's housing shortage." The project replaces the existing ground floor office use with a mixed-use development that includes four multi-family rental residential units above the ground floor office space, which is consistent with the City's Comprehensive Plan and SOFA II CAP. The project is consistent with the allowed use and density in the Comprehensive Plan for the SOFA II CAP land use designation as well as goals and policies outlined in the Land Use Element, Transportation Element, and Housing Element.

The site is zoned RT-35 (Residential Transition). The proposed mixed-use of office and residential land uses is consistent with permitted uses within the RT-35 district. The maximum Floor Area Ratio (FAR) for mixed-use and exclusively residential projects is 1.15:1, with a limit of 0.4 FAR for commercial uses. The height limit for RT-35 is 35 feet; however, mechanical equipment is allowed to extend up to 15 feet beyond the height allowance in accordance with PAMC Section 18.40.090. The proposed project design meets these height and FAR development standards at 35 feet for the building and 38 feet for the elevator equipment. It also complies with all other zoning development standards as well as the performance standards outlined in Section 5.050 of the SOFA II CAP. The project is requesting a shared parking adjustment for shared office/residential use of two vehicle parking spaces. This shared use

adjustment is allowed under the code requirements in the RT-35 district and under PAMC Section 18.52; it is also encouraged under the City's Comprehensive Plan. With approval of the shared parking adjustment, in allowance with the code, the project is consistent with zoning.

*b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The proposed project is located on APN 120-28-051, which is a 7,625 square foot site (0.18 acres) that is located wholly within the City of Palo Alto's jurisdiction. Surrounding uses are primarily commercial uses (including a dry cleaner, dental office, day spa, and a Family and Children's Services building) as well as vacant, at-grade parking lots immediately adjacent to the site to the southeast and southwest. There are no open space areas or natural features (such as creeks) within the vicinity of the site.

*c. The project site has no value as habitat for endangered, rare, or threatened species*

As noted above, there are no open space areas or natural features within the vicinity of the project site. The area is entirely urban in nature. The adopted Palo Alto 2030 Comprehensive Plan includes Map N-1, which identifies sensitive animal and plant species within the Palo Alto quadrangle, a large geographic area that includes the urban portions and portions along the bay and within the foothills, based on information in the California Natural Diversity Database (CNDDB). Based on this map and the urban nature of the site, the subject property does not contain any habitat for endangered, rare, or threatened species and has not historical supported any of these species.

*d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality or water quality*

Traffic

Valley Transit Authority (VTA) Traffic Impact Analysis (TIA) Guidelines suggest that projects generating less than 100 new trips per peak hour do not require quantitative analysis, subject to the Congestion Management Program requirements, because they are unlikely to result in noticeable changes in area traffic conditions, even where traffic conditions are already degraded [VTA Transportation Impact Analysis Guidelines, October 2014]. To be conservative, the City of Palo Alto requires a focused traffic analysis that quantifies potential project impacts for projects generating more than 50 trips per peak hour. Based on the ITE Trip Generation Manual (9$^{th}$ Edition), the project would replace an existing office building, which generates 4 AM peak hour trips and 5 PM peak hour trips with a new mixed-use office/residential building that is anticipated to generate 8 AM peak hour trips and 9 PM peak hour trips. This results in 4 net new AM peak hour trips and 4 net new PM peak hour trips. Therefore, estimated net new peak hour trips would be well below both of these identified thresholds.

Overall, this in-fill project is designed to reduce vehicle miles traveled (VMT) based on its location in close proximity to existing transit service (Caltrain) and its proximity to neighborhood serving retail (grocery store, restaurants, retail, coffee shops, etc.). The project would not include new roads or intersections or any other features that may include hazardous design features. The project would be required to prepare a logistics plan for construction in accordance with Public Works Engineering requirements, which would ensure access for emergency vehicles during construction. The project would not affect any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or decrease the performance or safety of these facilities. The proposed addition of bicycle parking on the site and more pedestrian friendly design of the project in comparison to the existing development would further City goals to encourage multi-modal transportation. For these reasons, the project would not result in any significant impact to traffic.

Noise

The ambient noise level at the site is estimated to be approximately 70 dBA. The façade of the nearest adjacent building is more than 50 feet from the property line at 190 Channing Avenue and the nearest sensitive receptor (a residence) is located approximately 145 feet east of the site. Demolition, grading, foundation work and the exterior of the building is anticipated to last approximately eleven months followed by one to three months of interior work. The project would be required to comply with the regulations outlined in Title 9 of the Palo Alto Municipal Code (PAMC) with respect to construction noise, which stipulates maximum allowed decibels and restricts construction hours. The noisiest activity is typically demolition, which generates noise levels of approximately 85 dBA at 50 feet (this assumes

use of typical demolition equipment, including a concrete saw, dozer, tractor, and backhoe) and is expected to take only a few days. Given that existing developments are even further than 50 feet from the project site; the minimal timeframe for exterior construction; and because the project would be required to comply with Title 9 of the PAMC, the project, which would restrict noise levels and construction hours during temporary construction, the project would not have a significant effect on noise during construction. Operation of the proposed project, which includes office and residential use, would be similar to the noise levels for the existing use on the site and within the immediate vicinity of the site. Although there would be minimal additional trips to and from the site; these additional trips would not perceptibly change ambient noise levels at the site. HVAC equipment would also comply with all applicable code requirements for permanent noise producing equipment. Therefore, the project would not result in any significant impact to noise.

Air Quality

Construction activities would generate emissions from construction vehicle trips, equipment use, and ground disturbance. CalEEMOD modeling software was used to determine anticipated construction and operational emissions from the 190 Channing project. The results indicate that construction is expected to generate an average of 1.8 pounds per day of ROG, 10.3 pounds per day of NOx, 0.6 pound per day of PM10 and 0.5 pound per day of PM2.5. These emission rates are well below the BAAQMD thresholds of 54 pounds per day for ROG, NOX and PM2.5 and 82 pounds per day of PM10. Thus construction of the 190 Channing project would result in less than significant air quality impacts. With respect to project operation, the CalEEMod results indicate that the project would generate an average of 2.0 pounds per day of ROG and less than one pound per day of NOx, PM10 and PM2.5. These emission rates are well below the BAAQMD thresholds, thus operation of the 190 Channing project would result in less than significant air quality impacts.

The CalEEMod modeling also includes an estimate of the GHG emissions associated with project construction and operation. The modeling results, indicate that construction of the project is expected to generate 86 metric tons of GHG (measured as carbon dioxide equivalents, or CO2e) while operation of the project is expected to generate 90 metric tons CO2e annually. The BAAQMD recommends that local lead agencies use a threshold of 1,100 metric tons CO2e when determining whether a project's GHG emissions would be significant. The project's GHG emissions would be substantially below the BAAQMD threshold and the impact would be less than significant.

Water Quality

The project site is not located in close proximity to any waterways. The closest water feature is San Francisquito Creek, which is located approximately 0.7 miles northwest of the project site; therefore, the project would not alter the course of a stream or river. The project is not located on a parcel that is located within the 100-year flood hazard area and would not expose people or structures to risk of loss involving flooding. The site is not close to any water bodies that could inundate the site by seiche, tsunami, or mudflow. The current project site is completely developed; therefore, the proposed project would not substantially alter the existing drainage of the site. The project would follow public works engineering's required standard practices to control erosion and siltation during construction activities so as not to degrade water quality.

The project includes a basement feature; therefore, excavation could require dewatering. Any dewatering would be required to follow PAMC Section 16.28, to ensure that it would not impact water quality or the groundwater basin. Project operation would be serviced by existing utilities and would not affect groundwater supply. For these reasons, the project would not result in any significant impact to Water Quality.

*e. The site can be adequately served by all required utilities and public services*

The site is within an urban area that is already served by utilities and public services. Although new utility hook-ups would be required for the proposed building, the site would be adequately served by existing infrastructure within the immediate vicinity. The South of Forest Coordinated Area Plan process estimated that population per household within the SOFA planning area would be 1.6 people. At this rate, the proposed 190 Channing project could support a residential population of 6 people. As of 2017, the City has an average population per household of 2.51 persons (Census 2018). At this rate, the proposed project could support a residential population of 10 people. The

coordinated area plan assumed that a maximum of 391 dwelling units would be constructed within the SOFA, which could support a population of approximately 630 people. The proposed project would not cause the residential population within the SOFA to exceed this estimate, and therefore the project would not cause the demand for public services within the SOFA to exceed the estimated demand evaluated under the SOFA CAP.

**Exceptions to the Exemptions**

The City is aware that there are six categories or exceptions that preclude the use of Categorical Exemptions, as listed in CEQA Guidelines 15300.2 These categories, followed by the reason(s) the City believes they are not applicable to this project, are as follows:

*15300.2(a) Location. Classes 3,4,5,6 and 11 are qualified by consideration of where the project is to be located—a project that is ordinarily insignificant in its impact may in a particularly sensitive environment*

By definition, this exception does not apply to Class 32 Exemptions.

*15300.2(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The project is a stand-alone, site specific construction project that would not be phased. No other projects are planned for this site in the foreseeable future.

*15300.2(c) Significant Effect. There are no unusual circumstances creating the possibility that the project will have a significant effect on the environment pursuant to CEQA.*

There are no unusual circumstances affecting the project or property such as archeological or cultural resources or anything unique about the location of the property or adjacent properties, or existing uses or features on the property or adjacent property. The project complies with zoning and the comprehensive plan in an area where the proposed use is highly encouraged.

*15300.2(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, with a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The project site is not visible from a scenic highway. I-280 and Skyline Blvd (HWY 35) are the only State scenic highways in Palo Alto and they are not visible from 190 Channing Avenue, which is immediately adjacent to the City's commercial downtown area.

*15300.2(e Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The City has reviewed the Phase I ESA and the Cortese List on the Envirostor databased to confirm that the project site is not on a list of hazardous waste sites compiled pursuant to Sec 65962.5 of the Government Code.

*15300.2(f)Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of an historical resource.*

For purposes of this section, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The site was

a subject of an historic evaluation completed in 2016 by Mark Hulburt, a Preservation Architect and peer reviewed by Dudek. The historic resource evaluation and subsequent peer review by a qualified third party of that evaluation concluded that the existing building was less than 50 years in age and did not meet any of the criteria for eligibility for the state or national register. Therefore, the project would not cause a substantial adverse change in the significance of a historic resource.

Attachment I

**Project Plans**

Hardcopies of project plans are provided to Board members. These plans are available to the public online and/or 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: bit.ly/PApendingprojects
2. Scroll to find "190 Channing" and click the address link
3. On this project specific webpage you will find a link to the project plans and other important information

**Direct Link to Project Webpage:**

https://www.cityofpaloalto.org/news/displaynews.asp?NewsID=4477&TargetID=319