



Architectural Review Board Staff Report

From: Jonathan Lait, Planning and Development Services Director
Lead Department: Planning and Development Services

Meeting Date: August 3, 2023
Report #: 2307-1754

TITLE

PUBLIC HEARING / QUASI-JUDICIAL. 3600 MIDDLEFIELD ROAD [23PLN-00178]:
Recommendation on Applicant's Request for Approval of Major Architectural Review to allow the deconstruction of the existing Palo Alto Fire Station No. 4 and construction of a new 8,000 sf fire station. Environmental Assessment: Exempt from the Provisions of the California Environmental Quality Act in Accordance with CEQA Guidelines Section 15302 (Replacement) and 15303 (small structures). Zoning District: PF (Public Facility).

RECOMMENDATION

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

1. Consider the project exempt from the California Environmental Quality Act in accordance with CEQA Guidelines Sections 15302 (reconstruction) and 15303 (small projects)
2. Recommend approval of the proposed project to the Director of Planning and Development Services based on findings and subject to conditions of approval.

EXECUTIVE SUMMARY

The application is a request for Major Architectural Review to replace an existing one-story fire station (Palo Alto Fire Station #4) with a new one-story fire station in the same location at 3600 Middlefield Road. Site improvements include a new trash enclosure, emergency generator, and new screening walls/fences for equipment enclosures as well as revisions to the landscaping.

Public Works Engineering staff filed a preliminary Architectural Review application for the proposed project. The ARB held a study session to review the preliminary application on February 16, 2023. Links to the staff report and meeting minutes are provided in this report.

This report summarizes key comments from the ARB as part of that preliminary review and Public Works Engineering staff's response to those comments. Public Works staff also obtained feedback from members of the public in community meetings and has incorporated that feedback into the design.

A location map is included in Attachment A and the project plans are included in Attachment G. The draft findings are provided in Attachment D. Draft conditions of approval are provided in Attachment E.

BACKGROUND

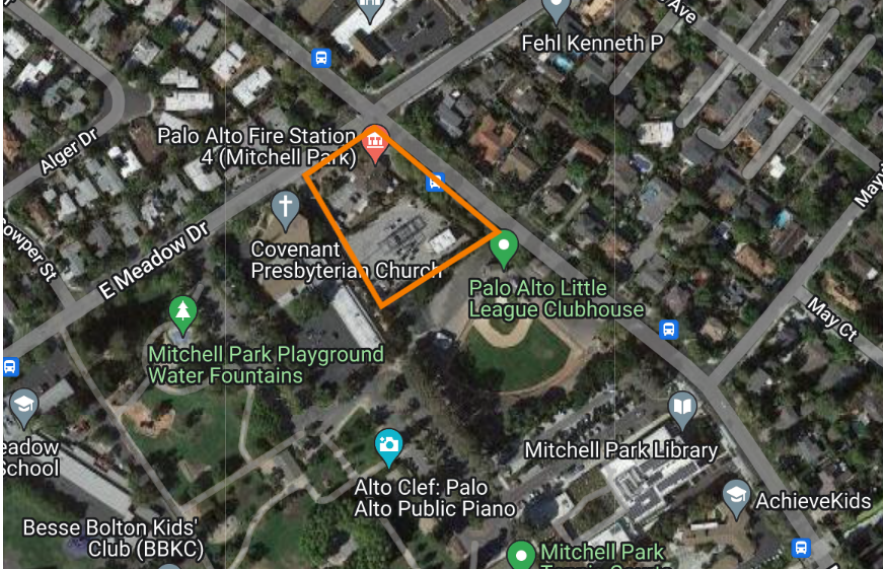
Project Information

Owner:	City of Palo Alto (CPA)
Architect:	Brown Reynolds Watford Architects
Representative:	James Haliburton (BRW); Valerie Tam (CPA)
Legal Counsel:	N/A

Property Information

Address:	3600 Middlefield Road
Neighborhood:	Fairmeadow
Lot Dimensions & Area:	284 feet wide x 349 feet long
Housing Inventory Site:	Not applicable
Located w/in a Plume:	Not applicable
Protected/Heritage Trees:	None
Historic Resource(s):	Not Applicable
Existing Improvement(s):	2,800 square foot one-story fire station built in 1953; Palo Alto Substation
Existing Land Use(s):	Public Facility (Palo Alto Fire Station #4)
Adjacent Land Uses & Zoning:	North: R-1 (Single-Family Residential) West: R-1 (Religious Institution – Covenant Presbyterian Church) East: R-1 (Single Family Homes) South: R-1 (Public Facility – Palo Alto Substation; Palo Alto Little League Clubhouse)

Aerial View of Property:



Source: Google Maps

Land Use Designation & Applicable Plans

Zoning Designation:	PF (Public Facility)
Comp. Plan Designation:	Major Institution/Special Facility
Context-Based Design Criteria:	Not applicable
Downtown Urban Design Guide:	Not applicable
South of Forest Avenue Coordinated Area Plan:	Not applicable
Baylands Master Plan:	Not applicable
El Camino Real Design Guidelines (1976 / 2002):	Not applicable
Proximity to Residential Uses or Districts (150'):	Yes
Located w/in the Airport Influence Area:	Not applicable
<u>Recent Prior City Reviews & Action</u>	
City Council:	None
PTC:	None
HRB:	None
ARB:	The ARB held a preliminary (study session) hearing on February 16, 2023 to provide feedback in accordance with the City’s preliminary review process. The application number for the preliminary architectural review is 22PLN-00406. The ARB website includes links to the staff report, video, and meeting minutes from this hearing. ^{1,2}

PROJECT DESCRIPTION

The applicant proposes to demolish the existing building and surface parking lot and to construct a new 8,000 square foot (sf), 25-foot-tall fire station with a surface parking lot located at the rear of the building. The proposed building will maintain the driveway entries along Middlefield Road and East Meadow Drive, which will lead to a surface parking lot at the rear of the building. The building will include a fitness center, captain’s office, training room, kitchen/dining room, as well as five bedrooms for staff use. The new building would accommodate two new active vehicle bays with one reserve vehicle bay. The site improvements include a new trash enclosure, emergency generator, and new screening walls/fences for equipment enclosures. The building will utilize Porcelanosa porcelain wood tile exterior cladding, Trespa wood soffit panels, four-fold

¹ The staff report for the February 16, 2023 hearing for this item (Staff Report ID 2301-0896) is available online at: <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/architectural-review-board/2023/arb-2.16-3600-middlefield.pdf>

² The meeting minutes for the February 16, 2023 ARB hearing are available online at: <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/architectural-review-board/2023/arb-2.16.2023-minutes.pdf>. A video of the hearing is available online at: <https://midpenmedia.org/architectural-review-board-2162023/>

glass panels for the vehicle bay doors, and stucco siding. The street elevations offer a pedestrian scale to the building and minimize the second story elements.

There are four existing trees along the Middlefield Road frontage of the site which will be retained. The trees located along East Meadow Drive and the trees located between the existing fire station building and electric substation would be removed and replaced, as shown on the plans and as required in accordance with the tree technical manual.

Requested Entitlements, Findings and Purview:

The following discretionary applications are being requested:

- Architectural Review – Major (AR): The process for evaluating this type of application is set forth in PAMC 18.77.070. AR applications are reviewed by the ARB and recommendations are forwarded to the Planning & Development Services 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. AR projects are evaluated against specific findings. All findings must be made in the affirmative to approve the project. Failure to make any finding requires project redesign or denial. The findings to approve an AR application are provided in Attachment D.

ANALYSIS

On February 16, 2023, the ARB held a study session to provide preliminary feedback on the proposed design and to allow for early public comment on the project. Comments from board members, which are non-binding, and the applicant’s responses are summarized in the following table:

ARB Comments/Direction	Applicant Response
<p>Site plan. Some board members felt the site plan should be more oriented towards the corner. They expressed that the existing fuel tank was overly constraining the design potential and encouraged public works staff to review whether this tank could be relocated.</p>	<p>The existing fuel tanks are underground and the location and supports the aboveground fuel pump. The existing location of the fuel tank and pump is ideal because this pump is utilized by various city departments and allows for vehicles to fuel without interfering with fire operations. The fuel tank is not in need of replacement and would be costly to relocate.</p>
<p>Building Design. Board members commented that although the building massing has a low-key residential form that does appear to fit with the existing setting, they believed that the location of the site and type of building (civic building) warranted a design that provided</p>	<p>The massing and design of the building reflects the surrounding neighborhood's architectural fabric and conveys the significance of a civic structure at an appropriate scale. By incorporating contemporary materials and systems to ensure functionality, durability, serviceability, and energy efficiency, the design becomes a distinctive and iconic element within the neighborhood, establishing a new</p>

more of a statement (e.g. taller, and more defined at the corner). They asked if the station could be taller or denser and whether the current design was the best use of the site. At least one board member noted that the massing could be a variety of cubistic designs to make it more exciting.

Materials. Wood material that isn't wood creates a different visual aesthetic; consider a different material

Enhance corner. Corner glazing at East Meadow/Middlefield intersection of building; there should be more "pop" at the corner with forms and architecture

Windows. Board members commented that there were no windows in the training room and that adding windows would help to increase the connectivity of this space to the public. At least one board member also noted that the windows on the elevations did not match the floor plans and asked this to be re-reviewed and revised prior to any formal ARB hearing.

Public Input. Board members encouraged Public Works to get public feedback and respond to it in

benchmark for both visual appeal and operational excellence.

The design of the fire station optimizes the usable area of the site (less than 50% of the entire site) for the efficient and effective operations of the fire department. Additionally, it integrates public spaces into the site design and prioritizes landscaping along the frontages.

For these reasons and based on the overwhelmingly positive feedback from the public regarding the current design, the building has not been substantially modified in response to this comment.

The wood-look tile offers the appealing visual characteristics of wood while providing the durability and low-maintenance advantages of a masonry material. It is resistant to rot, fading, and impact which eliminates the need for repainting or refinishing. Additionally, the tile incorporates functional benefits such as a rainscreen system for moisture removal and high insulation value, resulting in reduced energy consumption.

The corner glazing has been modified to more clearly define the public entrance and provide more of a "pop" at the corner.

Windows in the training room were adjusted to enhance visual connectivity with the public, maximize natural light, and create an environment conducive to focused meetings and training sessions, free from distractions. The plans have been revised to be internally consistent with respect to the windows.

The City went door-to-door with fliers to promote an online community meeting, which was held on April 6, 2023. They also presented the design at the City's

the design before the first ARB hearing.

open house on July 15, 2023 and provided a survey which numerous attendees filled out. Public comments were addressed and incorporated as further noted below.

Landscaping. Board members commented that they wanted to see a full landscaping plan as part of the formal application.

Complete landscape plans have been developed by the landscape architect and incorporated into the overall design.

Functionality. Ensure the building is functional for the many proposed users

The building is designed with effective and efficient fire department operations as the priority. Chief Lindsey has been instrumental in the development of the plan presented. The proposed fire building improves the existing condition of the site by providing a direct connection from the adjacent sidewalk for visitors and the proposed landscaping plan, which has now been provided as part of the formal application, helps to better define the pedestrian entrance for other users.

Although substantive changes to the overall design of the building and the location of the fuel tank were not made in response to board member comments, the applicant has provided appropriate reasoning as to why these changes were not made. The proposed design has received an overwhelmingly positive response from members of the public and the design prioritizes the functionality of the building with respect to efficiency of the space (i.e. not constructing a denser/taller building, which may be less functional). As discussed below and in the draft findings, the proposed design appears to be consistent with the Architectural Review findings for approval under PAMC 18.76.020.

Neighborhood Setting and Character

The subject site is surrounded by a church to the West, a baseball field to the South, and single-family homes to the North and East. The proposal has a 24-foot special setback along the Middlefield Road frontage. Along East Meadow Drive the building will have a 20-foot setback in accordance with the PF district requirements.

The placement and massing of the building is representative of buildings within the immediate context. The proposed building has a sharp, angular design and wood materials mirror the tower element of the adjacent church and the siding of the church and baseball field buildings adjacent to this property. The use of glass on the building presents a mixture of materials that creates a distinctive style appropriate for the setting and vicinity. While the selection of architectural materials distinguishes the proposed building from the varying styles of the surrounding buildings, the proposed building is compatible with its surroundings.

Consistency with the Comprehensive Plan, Area Plans, and Guidelines³

There are no coordinated area plans or guidelines that direct how development should be considered in the within this area of the City other than the Comprehensive Plan and its adopted goals, policies, and programs. The Comprehensive Plan provides the basis for the City's development regulations and is used by City staff to regulate building and development and make recommendations on projects.

On balance, the project is consistent with the policies in the Comprehensive Plan and therefore fulfills the goals of the Plan as well. A detailed review of the project's consistency with the Comprehensive Plan is provided in Attachment D.

Zoning Compliance⁴

The proposed project is located on a Public Facility zoned parcel. The continued use of the site for a fire station is consistent with the uses allowed in the zoning ordinance. A detailed review of the proposed project's consistency with applicable development standards of the zoning ordinance is provided in Attachment C. The proposed project complies with all applicable codes in a manner that is consistent with the Zoning Ordinance.

Consistency with Application Findings

Staff has prepared a detailed review of the proposed project's consistency with the Findings for approval. The draft findings for the proposed project are provided in Attachment D. The proposed project appears to meet all applicable findings for Architectural Review approval.

FISCAL/RESOURCE IMPACT

The proposed project is a capital improvement project for the City of Palo Alto (PE-18-004) and the total cost of the project is estimated to be approximately \$15.3 million. In March 2022 the City Council reached out to its state representatives to request state funding for its infrastructure projects, including Fire Station #4 (Attachment F). In March 2023, Public Works staff was notified that the City received \$5.2 million in grant funding through the state in order to replace Fire Station #4. However, in order to utilize this funding, the City is required to submit an executed construction contract by June 30, 2024 to the state. In order to achieve this goal, Public Works is seeking to complete the entitlement process no later than early October 2023. This would allow enough time for construction document development, building permit approval, bidding, and City Council approval.

STAKEHOLDER ENGAGEMENT

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

³The Palo Alto Comprehensive Plan is available online:

<http://www.cityofpaloalto.org/gov/topics/projects/landuse/compplan.asp>

⁴ The Palo Alto Zoning Code is available online: http://www.amlegal.com/codes/client/palo-alto_ca

July 21, 2023, which is 13 days in advance of the meeting. Postcard mailing occurred on July 19, 2023 which is 15 days in advance of the meeting.

The ARB held a study session on February 16, 2023 to allow for public comment on the proposed project and to provide preliminary feedback on the proposed design. The comments from the ARB were summarized in this report. No comments were received at the study session from members of the public.

Public Comment

Public Works held a virtual community meeting on April 6, 2023. To raise awareness of the project and the community meeting, Public Works staff walked door-to-door to talk to residents/hand out fliers on East Meadow Drive and Middlefield Road. At the virtual meeting, staff presented the same preliminary design that was presented at the ARB study session. The community's response to the design was positive. Members of the public raised concerns regarding the construction timeline, resiliency of the fire station, and concerns about the amount of glass proposed on the building and how it may affect birds.

Public Works staff also showcased the proposed design at the Municipal Service Center Open House on July 15, 2023 and provided a survey for public input on the design. The feedback provided by members of the public in both the survey and during the event was positive. Residents described the proposed design as "beautiful" and "good as is". Most survey responses note that they would not want to change the proposed design.

A member of the public also spoke at the April 20, 2023 ARB hearing to items not on the agenda and provided comments on this proposed project. The commenter noted disagreement with the ARB's recommendations to upscale the project, stating that she felt that the design was already too large and should be downscaled instead. The commenter noted that the additional community amenities being proposed could already be found at the local library and also noted that the glass could impact birds.

Public Works staff is keeping the community updated on the project via email newsletters and project webpage updates as well as notification of public meetings.

Public Art

Although not required for Public Facilities, Public Works intends to add public art to the site, working in coordination with the City's Community Services Division. Stephen Galloway has been selected as the artist to create and implement a public art piece at this site. Public Works held a meet the artist event with local residents to provide an opportunity for Mr. Galloway to share his art process and past artworks with local residents. He and the attendees discussed the different characteristics of the surrounding neighborhoods and what they felt the community was like. This is intended to better inform the art concepts and themes as Mr. Galloway begins the conceptual design process.

ENVIRONMENTAL REVIEW

The subject project was assessed in accordance with the authority and criteria in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City's environmental regulations. Staff determined that the project is exempt from CEQA in accordance with CEQA Guidelines Section 15302 (Replacement) and 15303 (Small Structures). The project replaces an existing fire station with a new fire station that will be used in substantially the same capacity. The project is also exempt in accordance with the Class 3 exemption because the proposed fire station is less than 10,000 sf and located in an urban area.

Although the building is not located on any historic register, because it is over 50 years old, the City hired a historic architect to determine whether the existing building is eligible for the California Register of Historic Resources (CRHR), which would make it ineligible for an exemption. The evaluation concluded that the building is ineligible for the CRHR and therefore is eligible for the above-mentioned categorical exemptions.

ALTERNATIVE ACTIONS

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

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

ATTACHMENTS

ATTACHMENT A: Location Map

ATTACHMENT B: Project Description

ATTACHMENT C: Zoning Comparison Table

ATTACHMENT D: Draft ARB Findings

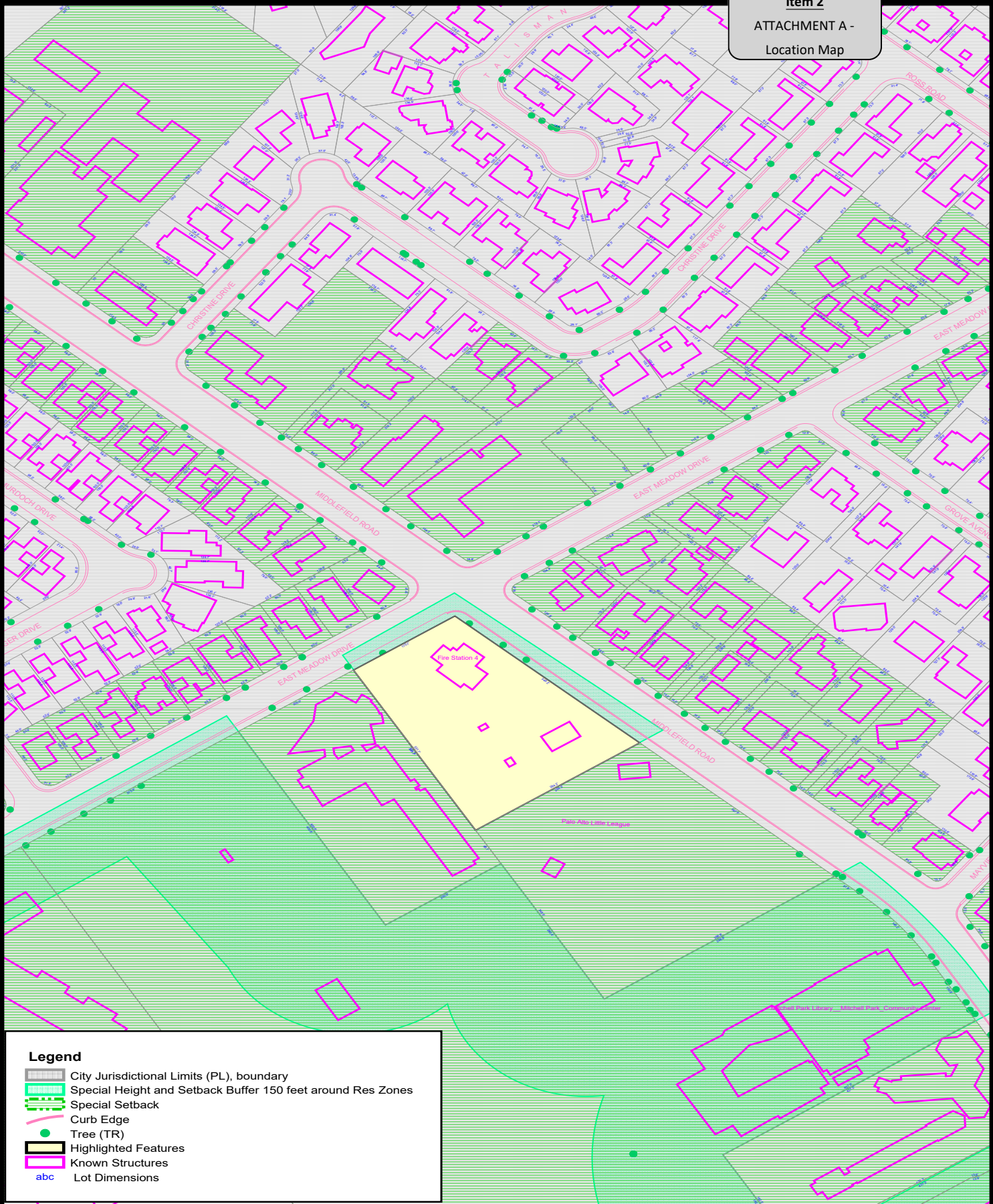
ATTACHMENT E: Draft Conditions of Approval

ATTACHMENT F: City Council Funding Request Letter

ATTACHMENT G: Project Plans and Environmental Documents

AUTHOR/TITLE:

Garrett Sauls, Planner



Legend

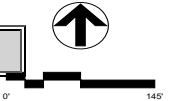
- City Jurisdictional Limits (PL), boundary
- Special Height and Setback Buffer 150 feet around Res Zones
- Special Setback
- Curb Edge
- Tree (TR)
- Highlighted Features
- Known Structures
- Lot Dimensions



3600 Middlefield Road

Packet Pg. 22

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



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ARCHITECTS**



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PA 4 Narrative for ARB Submittal

The new Palo Alto Fire Station 4 will be a 7,800 SF LEED Silver, single-story facility located at 3600 Middlefield. This project will replace the existing single-story fire station constructed in 1953. Current site improvements include a fueling station, a private cellular tower, generator, and a small parking lot. It has served the community well but, due to operational changes, current space needs, new technologies, and resiliency demands, the existing station needs to be replaced.

The current facility is staffed by two fire personnel with one active apparatus bay. The new facility will accommodate five fire personnel with two active apparatus bays and one reserve bay. This facility will also provide an alternate Emergency Operations Center / Training Room to serve both the Fire Department and public. Site improvements will include more parking for both firefighters and visitors, emergency generator, trash enclosure, and landscape.

The site is located on the corner of a large block that includes Meadow Park, First Presbyterian Church, a little league field, and a library community center. In addition to meeting the operational requirements, the project design also recognizes the importance of the neighborhood context. The arrangement of spaces and exterior design must strike a balance between serving the essential life safety operations with the presentation of an open and inviting public image.

The proposed design solution has a massing that is both pedestrian friendly and serves as a public safety beacon for the community. Our material selections have been driven by sustainability, maintenance, product availability, durability, after life reuse or recycling capability and neighborhood aesthetic factors. The fire station must be resilient and easy to maintain, with considerations for longevity and vandalism resistance. The proposed design also respects the influences of the surrounding buildings, such as the Covenant Presbyterian Church, Mitchell Park, and Library.

Our goal for this study session is for the Architectural Review Board provide advice on the massing, site planning, and material selection.

ATTACHMENT C
ZONING COMPARISON TABLE
3600 Middlefield Road, 23PLN-00160

Table 1: COMPARISON WITH CHAPTER 18.28 (PF DISTRICT)

Regulation	Required	Existing	Proposed
Minimum Site Area, width and depth	None	1.89 acres	1.89 acres
Minimum Front Yard (East Meadow Drive)	20 feet	28 feet	20 feet
Rear Yard	10 feet	239 feet	210 feet
Interior Side Yard	10 feet	106 feet	81 feet
Special Setback (Middlefield Road)	24 feet – see Chapter 20.08 & zoning maps	27 feet	24 feet
Max. Site Coverage	30% (24,691 sf)	5.5% (4,500 sf)	11.7% (9,670 sf)
Max. Total Floor Area Ratio	1:1 (82,304 sf)	1:0.05 (4,500 sf)	1:0.11 (9,670 sf)
Max. Building Height	50 ft or 35 ft when located within 150 ft of residentially zoned property	17 ft	25 ft, 3 in.
Daylight Plane	At abutting residential property line, taken at 10 feet and angled in at a slope of 1:2	Complies	Complies
Employee Showers	0 required for new square footage greater than 9,999 sf	2	3 showers

**Table 2: CONFORMANCE WITH CHAPTER 18.52 (Off-Street Parking and Loading)
for Public Facilities***

Type	Required	Existing	Proposed
Vehicle Parking	To be determined by Director	6	12
Bicycle Parking	To be determined by Director	0	4 (Short Term)
Loading Space	To be determined by Director	0	0

**ATTACHMENT D
ARB FINDINGS FOR APPROVAL**

In order for the ARB to make a future recommendation of approval, the project must comply with the following Findings for Architectural Review as required in Chapter 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 project is consistent with Finding #1 because:

The project is in conformance with the following Comprehensive Plan Goals and Policies:

Comprehensive Plan Goal/Policy	Consistency
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.	The project proposes to replace an aging one-story fire station with a new fire station that is designed with the low-scale, residential and commercial uses in mind. The wood-look material and stucco are similar materials used on surrounding buildings.
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.	The design of the project is well ordered and provides a coherent plan that is readily understood in the neighborhood context. The contemporary design is consistent with other designs along Middlefield Road and East Meadow Drive and adds to the aesthetic diversity of buildings within the immediate vicinity.
Policy L-6.6 Design buildings to complement streets and public spaces; to promote personal safety, public health and wellbeing; and to enhance a sense of community safety.	The proposal incorporates additional tree planting at the street and pedestrian entry plaza along Middlefield Road and East Meadow Drive. This will bolster the public’s experience when walking along the site on either road and help to make it a more pedestrian friendly environment. The additional tree planting will help to soften the views of the building when they are mature from the single-family residences across the street.
Policy L-9.2 Encourage development that	The project retains most parking along the

Comprehensive Plan Goal/Policy	Consistency
<p>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.</p>	<p>rear of the property which will be screened behind a fence. The proposal also will provide additional tree planting in the parking lot area to satisfy the City’s 50% shading requirement.</p>
<p>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.</p>	<p>The proposal incorporates additional tree planting at the street and pedestrian entry plaza along the front of the property. This will bolster the public’s experience when walking along the site and help to make it a more pedestrian friendly environment. In addition, the building will incorporate a public meeting room for residents to use at the corner of East Meadow Drive and Middlefield Road that will help to activate this space.</p>
<p>Policy N-2.1 Recognize the importance of the urban forest as a vital part of the city’s natural and green infrastructure network that contributes to public health, resiliency, habitat values, appreciation of natural systems and an attractive visual character which must be protected and enhanced.</p>	<p>The applicant has proposed to plant additional trees along the Middlefield Road frontage which enhances the pedestrian experience. Additionally, the applicant proposes to plant additional trees on site to provide shading over the surface parking lot and other recreational areas to be used by the tenants of the building, totaling 33 trees on site. This will further the City’s goal of achieving a 50% canopy coverage throughout the Palo Alto.</p>

The project has been evaluated for consistency with the Zoning Code, and the project meets all applicable development standards. Middlefield Road does not have a coordinated area plan or specific design guidelines.

Finding #2: 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 is consistent with Finding #2 because:

The design creates an internal sense of order by providing a well-landscaped public realm along the California Avenue frontage with the introduction of pedestrian entry area to create an inviting pedestrian amenity. This integration provides a desirable environment for pedestrians that would be crossing the site, as well as building occupants and visitors. The proposed landscaping along East Meadow Drive and Middlefield Road serves as important elements that define the streetscape and draw attention to the popping corner of the building at the intersection. The scale, mass, and character of the building is appropriate for the residential neighborhood and commercial buildings surrounding the site through its angular architectural features and wood siding materials. Finding #2.c. is not applicable to the site, as the Municipal Code does not provide context-based design criteria for the Public Facilities (PF) zoning district.

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

The project is consistent with Finding #3 because:

The contemporary design of the building utilizes a variety of complimentary building materials, textures and colors that are appropriate to the setting and context of the nearby residential and commercial buildings. The use of wood-looking materials contrasted with the stucco tower element highlights the building entrances and façade. This also introduces a sense of depth that enhances the appearance of the building. These entrance features also provide a fitting contrast in appearance with the glass façade at the emergency vehicle bays. Overall, the selection and use of materials yields a building of high aesthetic quality, which would be further enhanced through the proposed landscaping. In addition to introducing a high-quality structure, the project would enhance the appearance of the surrounding area by maintain all parking at the rear of the site and increasing the landscape buffer along Middlefield Road from the City's electric substation.

Finding #4: The design is functional, allowing for ease and safety of pedestrian and bicycle traffic and providing for elements that support the building's necessary operations (e.g. convenient vehicle access to property and utilities, appropriate arrangement and amount of open space and integrated signage, if applicable, etc.).

The project is consistent with Finding #4 because:

The design is appropriate to the function of the project in that the placement of the vehicle bays is done in a way that allows easy emergency vehicle access and exiting. Circulation from

the street to the site would be improved by widening existing driveways along East Meadow Drive and Middlefield Road. Pedestrian access to the building entrances is significantly enhanced by the sidewalk improvements that are included with the project. Bicycle parking is convenient and located near building entrances. Adequate vehicle and accessible parking is located conveniently along East Meadow Drive for visitors and staff parking will be located at the rear of the site and screened from view. The amount and arrangement of open space is appropriate to the design and the function of the structures as it creates a significant landscape buffer along East Meadow Drive and Middlefield Road from the adjacent single-family properties.

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 is consistent with Finding #5 because:

The plant material is suitable and adaptable to the site, capable of being properly maintained, and is of a variety that would tend to be drought-resistant and reduce consumption of water in its installation and maintenance. The landscape plan increases the use trees along the Middlefield Road street frontage. The landscaping plan supplements the tree canopy with additional plantings, providing a majority of species as native and drought tolerant. As the site is in a developed portion of Palo Alto, it is not considered prime habitat.

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

The project is consistent with Finding #6 because:

The project has been designed to achieve a LEED Silver rating which requires the building to incorporate many aspects of sustainability in the design. The Porcelanosa tile siding is a durable material that is resistant to rot and fading and serves a functional purpose as a rainscreen system for moisture removal. It has high insulation value which helps to reduce energy consumption. The site planning relegates most vehicle parking to the rear of the site. This design element, in addition to the proposed parking lot tree shading, reduces the “heat island effect” associated with surface parking. New groundcover plantings would consist of a variety of low water use and drought tolerant species.

**ATTACHMENT E
DRAFT CONDITIONS OF APPROVAL**

3600 Middlefield Road
23PLN-00160

PLANNING DIVISION

1. CONFORMANCE WITH PLANS. Construction and development shall conform to the approved plans entitled, "3600 Middlefield Road" dated July 27, 2023 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 approval included in this document.
3. BUILDING PERMIT PLAN SET. The ARB 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. LANDSCAPE MAINTENANCE. All landscape material shall be well maintained and replaced if the plant material dies or if the irrigation equipment fails. Planters shall not drain onto sidewalk, ground, or public right of ways.
6. 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))
7. LIGHTING. Between the hours of 10:00pm-6:00am (normal cessation of business hours), lighting within the building or on the property shall be reduced to its minimum necessary to facilitate security, in order to minimize light glare at night.
8. NUISANCES AND NOISE. The outdoor space shall not be operated in a manner to produce excessive noise, odors, lighting or other nuisances from any sources. Noise levels emanating from the outdoor space shall not exceed the maximum level established in the PAMC Chapter 9.10. Amplified sound equipment is not included in this approval, and any such equipment proposed for this site shall be submitted for review by the Planning Department.
9. 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") 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.

10. 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, Garrett Sauls at Garrett.Sauls@CityofPaloalto.org to schedule this inspection.

PUBLIC WORKS ENGINEERING

11. PUBLIC WORKS APPLICATIONS, FORMS, AND DOCUMENTS: Applicant shall be advised that most forms, applications, and informational documents related to Public Works Engineering conditions can be found at the following link: <https://www.cityofpaloalto.org/Departments/Public-Works/Engineering-Services/Forms-and-Permits>
12. GRADING AND EXCAVATION PERMIT: A Grading Permit is required per PAMC Chapter 16.28. The permit application and all applicable documents (see Section H of application) shall be submitted to Public Works Engineering. Add the following note: "THIS GRADING PERMIT WILL ONLY AUTHORIZE GENERAL GRADING AND INSTALLATION OF THE STORM DRAIN SYSTEM. OTHER BUILDING AND UTILITY IMPROVEMENTS ARE SHOWN FOR REFERENCE INFORMATION ONLY AND ARE SUBJECT TO SEPARATE BUILDING PERMIT APPROVAL."
13. LOGISTICS PLAN: A construction logistics plan shall be provided addressing all impacts to the public including, at a minimum: work hours, noticing of affected businesses, bus stop relocations, construction signage, dust control, noise control, storm water pollution prevention, job trailer, contractors' parking, truck routes, staging, concrete pours, crane lifts, scaffolding, materials storage, pedestrian safety, and traffic control. All truck routes shall conform to the City of Palo Alto's Trucks and Truck Route Ordinance, Chapter 10.48, and the route map.
14. PUMPS: Any pumps required to facilitate drainage shall be plotted and labeled on the plans. Storm water runoff from the pumped system shall daylight onto onsite landscaped areas and be allowed to infiltrate and flow by gravity to the public storm drain line. Storm water runoff that is pumped shall not be directly piped into the public storm drain line.
15. C.3 THIRD-PARTY CERTIFICATION: Applicant shall provide certification from a qualified third-party reviewer that the proposed permanent storm water pollution prevention measures comply with the requirements of Provision C.3 and Palo Alto Municipal Code Chapter 16.11.

Submit the following:

- a. Stamped and signed C.3 data form (April 2023 version) from SCVURPPP.
https://scvurppp.org/wp-content/uploads/2023/04/SCVURPPP-C.3-Data-Form--updated_4-12-2023_clean_fillable.pdf
- b. Final stamped and signed letter confirming which documents were reviewed and that the project complies with Provision C.3 and PAMC 16.11.

16. C.3 STORMWATER AGREEMENT: The applicant shall enter into a Stormwater Maintenance Agreement with the City to guarantee the ongoing maintenance of the permanent storm water pollution prevention measures. The City will inspect the treatment measures yearly and charge an inspection fee. The agreement shall be executed by the applicant team prior to building permit final.
17. C.3 FINAL THIRD PARTY CERTIFICATION PRIOR TO OCCUPANCY: Within 45 days of the installation of the required storm water treatment measures and prior to the issuance of an occupancy permit for the building, the third-party reviewer shall submit to the City a certification verifying that all the permanent storm water pollution prevention measures were installed in accordance with the approved plans.
18. PAVEMENT RESTORATION: The applicant shall restore the pavement along the entire project frontage, curb-to-curb, by performing a 3.5” grind and overlay. The exact restoration limits will be determined once the resulting road condition is known following completion of heavy construction activities and utility lateral installations, at minimum the extent will be the project frontage.
19. PRIOR TO PUBLIC WORKS FINAL/ACCEPTANCE (STORM DRAIN LOGO): The applicant is required to paint “No Dumping/Flows to Matadero Creek” in blue on a white background adjacent to all onsite storm drain inlets. The name of the creek to which the proposed development drains can be obtained from Public Works Engineering. Stencils of the logo are available from the Public Works Environmental Compliance Division, which may be contacted at (650) 329-2598. Include the instruction to paint the logos on the construction grading and drainage plan.

BUILDING DIVISION

20. A Building permit is required. Contact the building department for building plans submittal requirements. Building permit application after 12/31/22 will be based on the 2022 CBSC.

STORM WATER/WATER QUALITY

NOTICE OF FUTURE REGULATION OF PCB MATERIAL – EFFECTIVE JULY 1st, 2019: Please be advised that new requirements regarding stormwater control during building demolition for polychlorinated biphenyls (PCBs) became effective starting July 1st, 2019, in accordance with the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP), Order No. R2-2015-0049. MRP Provision C.12.f. requires that San Francisco Bay Area municipalities develop a program to ensure that PCBs from building materials (e.g. caulk, paint, mastic) do not enter the storm drain system during building demolition. Palo Alto City Council adopted the PCBs regulation in May 2019. For specific questions about your project, please email CleanBay@cityofpaloalto.org, call 650-329-2122 or visit <http://www.cityofpaloalto.org/pcbdemoprogram>.

21. If the project is submitting a demolition permit application on or after July 1st, 2019, then the applicant shall complete and submit the “PCBs Applicant Package,” including any required sampling reports (per the Applicant Package instructions), with the demolition permit application. The PCBs Application Package and other resources are outlined at <http://www.cityofpaloalto.org/pcbdemoprogram>. The Applicant Package will outline PCBs sampling and reporting requirements that must be met if the project meets ALL of the following conditions:

- a. The project is a commercial, public, institutional, or industrial structure constructed or remodeled between January 1, 1950 and December 31, 1980. Single-family and two-family homes are exempt regardless of age.
 - b. The framing of the building contains material other than wood. Wood-frame structures are exempt.
 - c. The proposed demolition is a complete demolition of the building. Partial demolitions do not apply to the requirements.
22. If the project triggers polychlorinated biphenyls (PCBs) sampling as identified on the “PCBs Applicant Package,” then the project shall conduct representative sampling of PCBs concentration in accordance with the “Protocol for Evaluating Priority PCBs-Containing Materials before Building Demolition (2018).”
- a. If the representative sample results or records DO NOT indicate PCB concentrations ≥ 50 ppm in one or more “priority materials,” then the screening assessment is complete. Applicant submits screening form and the supporting sampling documentation with the demolition permit application. No additional action is required.
 - b. If the representative sample results or records DO indicate PCBs concentrations ≥ 50 ppm in one or more “priority materials,” then the screening assessment is complete, but the Applicant MUST also contact applicable State and Federal Agencies to meet further requirements. Applicant submits screening form and the supporting sampling documentation with the demolition permit application, and also must contacts the State and Federal Agencies as indicated on Page 3 of the “PCBs Screening Assessment Form.”

IMPORTANT: ADVANCED APPROVAL FROM THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (USEPA) OR OTHER STATE AGENCIES MAY BE REQUIRED PRIOR TO BUILDING DEMOLITION. IT IS RECOMMENDED THAT APPLICANTS BEGIN THE PCBs ASSESSMENT WELL IN ADVANCE OF APPLYING FOR DEMOLITION PERMIT AS THE PROCESS CAN TAKE BETWEEN 1-3 MONTHS.

23. Stormwater treatment measures

- a. All Bay Area Municipal Regional Stormwater Permit requirements shall be followed.
- b. Refer to the Santa Clara Valley Urban Runoff Pollution Prevention Program C.3 Handbook (download here: http://scvurpppw2k.com/c3_handbook.shtml) for details.
- c. For all C.3 features, vendor specifications regarding installation and maintenance should be followed and provided to city staff. Copies must be submitted to Pam Boyle Rodriguez at pamela.boylorodriguez@cityofpaloalto.org. Add this bullet as a note to the building plans.
- d. Staff from Stormwater Program (Watershed Protection Division) may be present during installation of stormwater treatment measures. Contact Pam Boyle Rodriguez, Stormwater Program Manager, at (650) 329-2421 before installation. Add this bullet as a note to building plans on Stormwater Treatment (C.3) Plan.

24. Bay-friendly Guidelines (rescapeca.org)

- a. Do not use chemicals fertilizers, pesticides, herbicides or commercial soil amendment. Use Organic Materials Review Institute (OMRI) materials and compost. Refer to the Bay-Friendly Landscape Guidelines: <http://www.stopwaste.org/resource/brochures/bay-friendly-landscape-guidelinesustainable-practices-landscape-professional> for guidance. Add this bullet as a note to the building plans.

25. Avoid compacting soil in areas that will be unpaved. Add this bullet as a note to the building plans.
26. Stormwater quality protection
- a. Temporary and permanent waste, compost and recycling containers shall be covered to prohibit fly-away trash and having rainwater enter the containers.
 - b. Drain downspouts to landscaping (outward from building as needed).
 - c. Drain HVAC fluids from roofs and other areas to landscaping.
 - d. Offsite downgrade storm drain inlets shall also be identified on this plan set and protected. If City staff removes protection from an inlet in the ROW during a rain event, the contractor shall replace the inlet protection by the end of the following business day.
27. If the concentration of any of the priority building materials sampled as part of the regional PCBs in Priority Building Materials Demolition Program (implemented by the City) resulted in greater than 50 ppm of PCBs, include the following note on this sheet:
- a. "Priority building materials sampled from this site resulted in greater than 50 ppm of polychlorinated biphenyls (PCBs). An abatement plan must be approved with the EPA before demolition commences."
 - b. Provide an electronic copy of the the PCBS Screening Assessment Form and associated lab results to Brad Hunt at brad.hunt@cityofpaloalto.org.

RECYCLING

Deconstruction and Construction Materials Management Requirements.

28. REQUIRED DECONSTRUCTION. In conformance with PAMC 5.24, deconstruction and source separation are required for all residential and commercial projects where structures (other than a garage or ADU) are being completely removed, demolition is no longer allowed. Deconstruction takes longer than traditional demolition, it is important to plan ahead. For more information, visit www.cityofpaloalto.org/deconstruction.
29. SALVAGE SURVEY FOR REUSE. A Salvage Survey is required for deconstruction permit applications. The survey shall be conducted by a City approved reuse vendor. The survey submittal shall include an itemized list of materials that are salvageable for reuse from the project. The applicant shall source separate and deliver materials for reuse. Certification is required indicating that all materials identified in the survey are properly salvaged. Contact The ReUse People to schedule this FREE survey by phone (888) 588-9490 or e-mail info@thereusepeople.org. More information can be found at www.TheReusePeople.org. Please upload a completed copy to the deconstruction permit.
30. SOURCE SEPARATION FOR RECYCLING. The applicant shall source separate deconstruction materials into specific categories for recycling. Additional staging areas for source separated materials will need to be considered. All materials shall be delivered to one of the City approved materials recovery facilities listed in Green Halo, all records shall be uploaded to www.greenhalosystems.com. For more information, refer to www.cityofpaloalto.org/deconstruction.

31. TREE PROTECTION COMPLIANCE. The owner and contractor shall implement all protection and inspection schedule measures, design recommendations and construction scheduling as stated in the TPR & 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. Project arborist approval must be obtained and documented in the monthly activity report sent to the City. The mandatory Contractor and Arborist Monthly Tree Activity Report shall be sent monthly to the City (pwps@cityofpaloalto.org) beginning with the initial verification approval, using the template in the Tree Technical Manual, Addendum 11.
32. PLAN CHANGES. Revisions and/or **changes to plans before or during construction** shall be reviewed and responded to by the (a) project site arborist, or (b) landscape architect with written letter of acceptance before submitting the revision to the Building Department for review by Planning, PW or Urban Forestry.
33. 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 2.202.30. 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.
34. 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.
35. TREE PROTECTION VERIFICATION. Prior to any site work verification from the contractor that the required protective fencing is in place shall be submitted to the Urban Forestry Section. The fencing shall contain required warning sign and remain in place until final inspection of the project.
36. EXCAVATION RESTRICTIONS APPLY (TTM, Sec. 2.20 C & D). Any approved grading, digging or trenching beneath a tree canopy shall be performed using 'air-spade' method as a preference, with manual hand shovel as a backup. For utility trenching, including sewer line, roots exposed with diameter of 1.5 inches and greater shall remain intact and not be damaged. If directional boring method is used to tunnel beneath roots, then Table 2-1, Trenching and Tunneling Distance, shall be printed on the final plans to be implemented by Contractor.

PUBLIC ART

37. The following conditions are required to be part of any Planning application approval and shall be addressed prior to any future related permit application such as a Building Permit, Excavation and Grading Permit, Certificate of Compliance, Street Work Permit, Encroachment Permit, etc. as further described below:
 - a. If commissioning art on site, the applicant must complete their final review and receive approval from the Public Art Commission prior to the issuance of a building permit;
 - b. If the applicant chooses to pay a contribution into the Public Art fund in lieu of commissioning art on site, the contribution must be made **Packet Pg. 34** building permit;

- c. All information and application materials may be found at www.cityofpaloalto.org/publicart under “policies and documents” tab.

FIRE

- 38. Onsite wharf hydrant to be changed out to an American AVK model 24-92 assembly.
- 39. All new trash enclosures must include fire sprinklers.

City of
Office of the Mayor and City Council

March 10, 2022

The Honorable Josh Becker
California State Senate
1021 O Street, Suite 7250
Sacramento, CA 95814

The Honorable Marc Berman
California State Assembly
1021 O Street, Suite 6130
Sacramento, CA 95814

Re: 2022 Budget Requests from the City of Palo Alto Relating to Infrastructure Improvements and Affordable Housing

Dear Senator Becker and Assembly Member Berman:

On behalf of the Palo Alto City Council, we want to express our deep gratitude and appreciation for your ongoing support, leadership, and tireless advocacy that has resulted in significant critical resources for our region.

As we head towards the 2022 State Budget session, I would like to highlight a few of our funding priorities. I am aware that not all the projects/programs can be funded through the state but wanted to share the general categories of our funding needs with some specific projects and see where our priorities align. Our goal is to work in partnership to help secure resources for our city.

Infrastructure Improvements

Our aging infrastructure needs critical updates. The projects we list here have very high community support, are very impactful, and are currently unable to go forward due to a lack of funding. The top project is the *Newell Road / San Francisquito Creek Bridge Replacement Project*. This project is:

1. A multi-jurisdictional bridge replacement project to replace an obsolete bridge;
2. A bicycle and pedestrian safety project to better connect with the new East Palo Alto Pedestrian Overcrossing Bridge over Highway 101 and to add space for bicycles/pedestrians to more safely travel between East Palo Alto and Palo Alto while improving the street for vehicular transportation; and
3. A project which will also prevent flooding in Palo Alto and East Palo Alto.

Our other infrastructure projects include rail grade separation construction and planning funding, Foothills Fire Mitigation Eucalyptus tree removal and tree replacement; and replacement of Fire Station 4. Specific information is provided below about each of these projects.

P.O. Box 10250
Palo Alto, CA 94303
650.329.2477
650.328.3631 fax

Housing Funding Support

In addition to the infrastructure improvement projects, the City is also requesting funding to address homelessness and affordable housing. Palo Alto applied for a Project Homekey 2.0 grant in collaboration with LifeMoves for construction funding for 88 transitional housing units (24 family units and 64 singles/couples units). The City has committed to contributing city-owned land for the project and to supporting a significant portion of the ongoing operating costs, but additional operating funding support from the State is invaluable for LifeMoves to fulfill their commitment to ongoing strong wrap-around services and operations at the facility that are critical to program participants successfully moving to permanent housing.

The City Council pledged support for more affordable housing production in Palo Alto as one of their top priorities in 2021 and 2022. It is a funding challenge for the City and developers. We welcome leveraging our resources through funding opportunities offered to municipalities to support affordable housing generation.

More Detail on Infrastructure Improvement Project Funding Requests:

Newell Road/ San Francisquito Creek Bridge Replacement

Amount: \$12.5 Million

Ranking: #1

Description: The City of Palo Alto, in partnership with the City of East Palo Alto, Santa Clara Valley Water District (Valley Water) and the San Francisquito Creek Joint Powers Authority (SFCJPA), evaluated options for the replacement of the Newell Road Bridge over San Francisquito Creek. Constructed in 1911, Newell Road Bridge is a 76-foot long, reinforced concrete girder structure spanning 22 feet in width and measuring 18 feet curb to curb. The California Department of Transportation has inspected the bridge on multiple occasions and deemed it functionally obsolete and added the bridge to the Federal Statewide Transportation Improvement Program (FTIP) in 2011. Caltrans has approved the project but has not programmed construction funding in the Highway Bridge Program.

Once Newell Road Bridge is replaced, it will allow SFCJPA and Valley Water to replace the Pope / Chaucer Street Bridge which has a low flow capacity of 5,400 CFS. The Pope / Chaucer Street bridge cannot be replaced in advance of Newell Road Bridge, because it would transfer the flooding risk to the downstream communities. Replacing the Newell Road bridge will improve the safety for all modes of transportation, provide a designated crosswalk for pedestrians, improve the bicycle connection between the new East Palo Alto Pedestrian Overcrossing over Highway 101, and will enable the creek channel to convey more creek flow and minimize the risk of flooding to the communities of Palo Alto, Menlo Park, and East Palo Alto.

Support: On June 1, 2020 City of Palo Alto City Council certified the Final Environmental Impact Report and approved the locally preferred project alternative. The City of East Palo Alto, Santa Clara Valley Water District (Valley Water), the San Francisquito Creek Joint Powers Authority (SFCJPA), and local residents near the bridge in both Palo Alto and East Palo Alto have shown support for the project and see it as an urgent repair needed.

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Rail Grade Separation

Amount: \$5 Million

Ranking: #2

Description, Value Add and Support: There are currently six roads where people and vehicles can cross the railroad tracks in Palo Alto. Two of these intersections, called grade crossings, are above the road and already grade-separated, but the other four cross are at-grade crossings: Palo Alto Avenue, Churchill Avenue, Meadow Drive, and Charleston Road. Traffic congestion is projected to increase at all four of these locations as regular traffic resumes and Caltrain increases the number of electrified trains according to their 2040 Business Plan, nearly gridlocking the current crossings.

The City of Palo Alto is refining selection of a preferred alternative at each of these crossings and is moving into the Environmental and Preliminary Engineering Design phase. To get these projects through the Environmental phase and ready for construction, the City needs funding to complement the existing funding sources for completion of the following tasks:

- *Churchill, Meadow, Charleston: Additional Studies for Preferred Alternative Selection - Funding Request \$1.0 Million*

This would fund geotechnical studies; subsurface condition exploration (to understand water levels and soil conditions); and further refinement for the remaining alternatives (furthering design, understanding right of way constraints and cost implications, etc.). This study allows for the selection of preferred alternative(s).

- *Preliminary Engineering and Environmental Documentation – 2 Requests (total of \$4.0 Million): Funding Request of \$2.0 Million for Churchill Avenue and Funding Request of \$2.0 Million for Meadow-Charleston*

Each of these funding requests (\$2 Million each) would be for: engineering design work necessary to secure an environmental document and the Design Exception Report evaluating roadway, structural, right of way, access, and utility engineering design. Public outreach efforts during preliminary engineering will be conducted during this phase to ensure community engagement and feedback.

Following extensive community engagement on grade separations and related actions by the City Council, there is community support to proceed on three of the grade separations for all modes of transportation.

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Foothills Fire Mitigation Eucalyptus Tree Removal and Tree Replacement

Amount: \$700,000

Ranking: #3

Description, Value Add and Support: The City's Foothills Fire Mitigation Plan has identified critical measures to reduce the risk of catastrophic fires in the foothills, including the need to remove highly flammable eucalyptus trees in our open space nature preserves. This project includes the removal of over 100 eucalyptus trees in the Foothills, Pearson-Arastradero, and Esther Clark Nature Preserves and replanting with native tree species and long-term care of the replanted trees. This project helps advance the Fire Mitigation Plan and is linked to our sustainability, climate change goals, and to protect public health and safety in Palo Alto and the region. Additional public engagement will be included in the project.

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Palo Alto Fire Station 4 Replacement

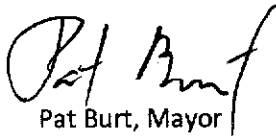
Amount: \$10.2 Million

Ranking: #4

Description, Value Add and Support: This request would seek supportive funding of up to \$10.1 million for the replacement of Fire Station #4, located at the corner of Middlefield Road and East Meadow Drive. The current facility is operationally and technologically deficient. This funding would ensure a new facility could be built to the standards required for essential service and be fully operational after a major earthquake or other disaster. Although this project is in the City Council Infrastructure Plan, the resource constraints the City currently faces have caused significant funding impacts, delaying and jeopardizing this critical project. The project has broad community support and City Council support.

Thank you for considering our requests as you advocate for critical resources to our region. Please let us know if you have any questions or need further information.

Sincerely,



Pat Burt, Mayor
City of Palo Alto

cc:

Palo Alto City Council

Attachment G

Project Plans and Environmental Documents

Project plans are only available to the public online. Hardcopies of the plans have been provided to Board members.

Directions to review Project plans online:

1. Go to: bit.ly/PApendingprojects
2. Scroll down to find “3600 Middlefield Road” 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-Articles/Planning-and-Development-Services/3600-Middlefield-Road>